



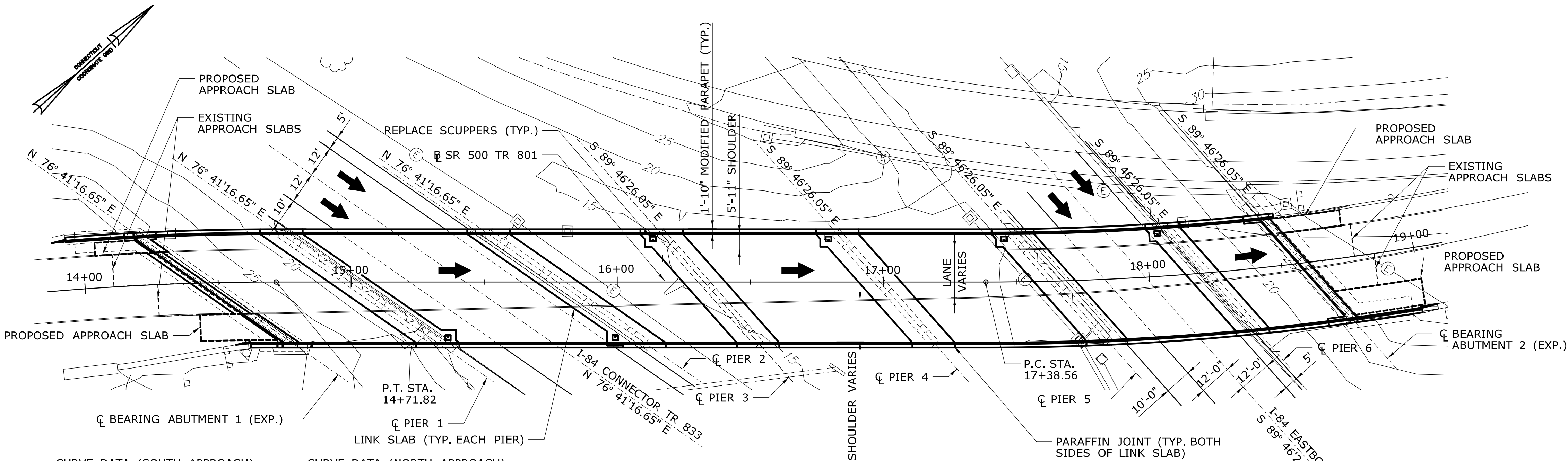
SUBSET 04 - STRUCTURE
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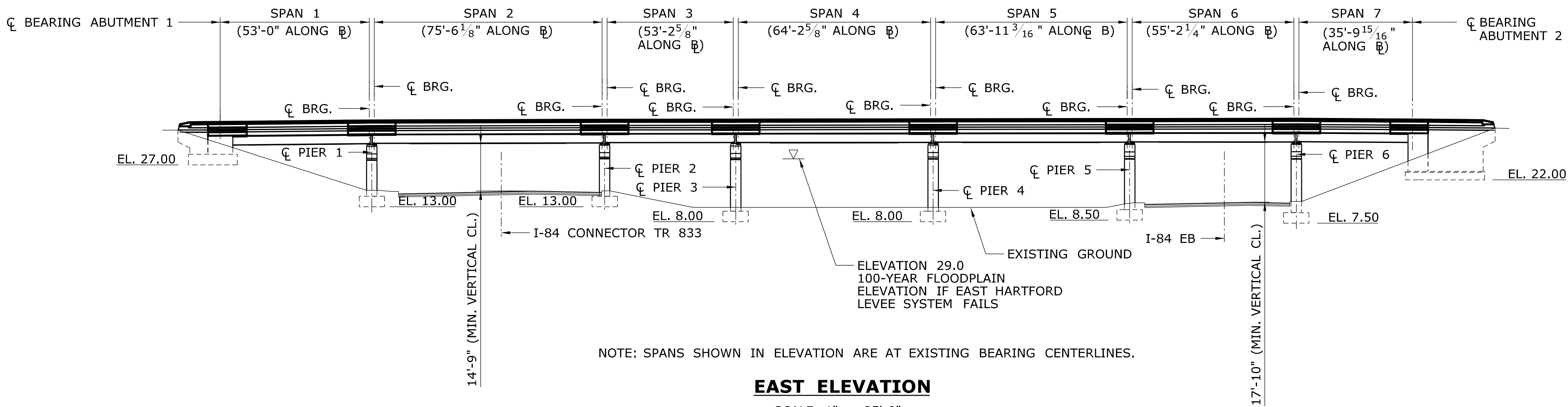
DESIGNED BY:
C & C CONSULTING
ENGINEERS, LLC.



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-	-	-	-							DRAWING NO. S-1
-	-	-	-							SHEET NO. 02.04.01
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REV.	DATE	REVISION	DESCRIPTION	SHEET NO.	Plotted Date: 11/19/2014					



PLAN
SCALE: 1" = 25'-0"



EAST ELEVATION
SCALE: 1" = 25'-0"

NOTICE TO BRIDGE INSPECTORS	
THE DEPARTMENT'S BRIDGE SAFETY PROCEDURES REQUIRE THIS BRIDGE TO BE INSPECTED FOR, BUT NOT LIMITED TO, ALL APPROPRIATE COMPONENTS INDICATED IN THE GOVERNING MANUALS FOR BRIDGE INSPECTION. ATTENTION MUST BE GIVEN TO INSPECTING THE FOLLOWING SPECIAL COMPONENTS AND DETAILS (THE LISTING FOR COMPONENTS FOR SPECIFIC ATTENTION SHALL NOT BE CONSTRUED TO REDUCE THE IMPORTANCE OF INSPECTION OF ANY OTHER COMPONENT OF THE STRUCTURE). THE FREQUENCY OF INSPECTION OF THIS STRUCTURE SHALL BE IN ACCORDANCE WITH THE GOVERNING MANUALS FOR BRIDGE INSPECTION, UNLESS OTHERWISE DIRECTED BY THE MANAGER OF BRIDGE SAFETY AND EVALUATION.	
COMPONENT	DETAIL
NONE	NONE

INSPECTION OF FIELD WELDS		
METHODS	UNIT	QUANTITY
ULTRASONIC	INCH	
MAGNETIC PARTICLE	FEET	

CONCRETE DISTRIBUTION		
SUPERSTRUCTURE	430	C.Y.
SUBSTRUCTURE	200	C.Y.
FOOTINGS	0	C.Y.
TOTAL	630	C.Y.

TRANSPORTATION SHIPPING DIMENSIONS AND WEIGHTS				
MEMBER	LENGTH	HEIGHT	WIDTH	MASS
NONE	NONE	NONE	NONE	NONE

GENERAL NOTES:

SPECIFICATIONS:

CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FORM 816 (2004), SUPPLEMENTAL SPECIFICATIONS DATED JULY 2014 AND SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS:

AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS SIXTH EDITION, INCLUDING 2013 INTERIM REVISIONS AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL (2003 EDITION), UP TO AND INCLUDING 2011 REVISIONS.

DESIGN STRENGTHS:

CLASS "S" CONCRETE..... f_c = 3.0 KSI
CLASS "F" CONCRETE..... f_c = 4.0 KSI
REINFORCEMENT (ASTM A615 GRADE 60)..... f_y = 60 KSI
STRUCTURAL STEEL (ASTM M270, GRADE 50T2)..... F_y = 50 KSI

THE SPECIFIED CONCRETE STRENGTH USED IN DESIGN, f_c , OF THE CONCRETE COMPONENTS IS NOTED ABOVE. THE MINIMUM COMPRESSIVE STRENGTH OF THE CONCRETE IN THE CONSTRUCTED COMPONENTS SHALL CONFORM TO THE REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATION "SECTION 6.01 CONCRETE FOR STRUCTURES".

LIVE LOAD:

SUPERSTRUCTURE STANDARD DESIGN VEHICLE: AASHTO HL93

FUTURE PAVING ALLOWANCE:

NONE

STRUCTURAL STEEL:

SEE STRUCTURE SHEET NOTES FOR DESIGNATIONS AND REQUIREMENTS.

BITUMINOUS CONCRETE OVERLAY:

THIS SHALL CONSIST OF TWO LIFTS. THE FIRST SHALL BE 1" THICK BOTTOM COURSE OF HMA S0.25 AND THE SECOND SHALL BE 1½" THICK TOP COURSE OF HMA S0.375 FOR A TOTAL OF 2½".

DIMENSIONS:

ALL DIMENSIONS SHOWN ON THE PLANS ARE IN FEET AND INCHES EXCEPT IF NOTED OTHERWISE. ALL ELEVATIONS ARE GIVEN IN FEET. WHEN DECIMAL DIMENSIONS ARE GIVEN TO LESS THAN THREE DECIMAL PLACES, THE OMITTED DIGITS SHALL BE ASSUMED TO BE ZEROES.

EXISTING DIMENSIONS:

DIMENSIONS OF THE EXISTING STRUCTURE SHOWN ON THESE PLANS ARE FOR THE GENERAL REFERENCE ONLY. THEY HAVE BEEN TAKEN FROM THE ORIGINAL DESIGN DRAWINGS AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY TO ASSURE PROPER FIT OF THE FINISHED WORK AND SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY. WHEN SHOP DRAWINGS BASED ON FIELD MEASUREMENTS ARE SUBMITTED FOR APPROVAL THE FIELD MEASUREMENT SHALL ALSO BE SUBMITTED FOR REFERENCE BY THE REVIEWER.

COMPOSITE CONSTRUCTION:

CONSTRUCTION LOADS AND DEAD LOADS WILL BE PERMITTED ON THE DECK WHEN DIRECTED BY THE ENGINEER BUT ONLY WHEN THE CONCRETE HAS REACHED A STRENGTH OF f_c = 3500 PSI. LIVE LOADS (TRAFFIC) WILL BE PERMITTED ON THE STRUCTURE AFTER THE CONCRETE HAS REACHED A STRENGTH OF f_c = 4000 PSI.

CLASS "S" CONCRETE:

CLASS "S" CONCRETE SHALL BE USED FOR THE SUBSTRUCTURE REPAIRS.

CLASS "F" CONCRETE:

CLASS "F" CONCRETE SHALL BE USED FOR THE APPROACH SLABS, PARAPETS, END BLOCKS, KEEPER BLOCKS AND BRIDGE DECK, INCLUDING PATCHES, UNLESS OTHERWISE SPECIFIED IN THE SPECIAL PROVISIONS.

JOINT SEAL:

SEE SILICONE EXPANSION JOINT SYSTEM SPECIAL PROVISION.

EXPOSED EDGES:

EXPOSED EDGES OF CONCRETE SHALL BE BEVELED 1" BY 1" UNLESS DIMENSIONED OTHERWISE.

CONCRETE COVER:

ALL REINFORCEMENT SHALL HAVE TWO INCHES COVER UNLESS DIMENSIONED OTHERWISE.

REINFORCEMENT:

ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.

EPOXY COATED REINFORCING BARS:

ALL REINFORCEMENT IN THE SUPERSTRUCTURE INCLUDING THE CONCRETE LINK SLAB, APPROACH SLAB, AND THE PARAPETS SHALL BE EPOXY COATED UNLESS OTHERWISE NOTED. THESE BARS SHALL BE INCLUDED IN THE PAY ITEM FOR "DEFORMED STEEL BARS (EPOXY COATED)".

CLOSED CELL ELASTOMER:

THE COST OF FURNISHING AND INSTALLING CLOSED CELL ELASTOMER SHALL BE INCLUDED IN THE COST OF THE ITEM "CLASS 'F' CONCRETE."

CONSTRUCTION JOINTS:


CONSTRUCTION JOINTS, OTHER THAN THOSE SHOWN ON THE PLANS, WILL NOT BE PERMITTED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.


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Plotted Date: 11/19/2014

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A. STUER
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C. D'ANNUNZIO
SCALE AS NOTED

**STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION**



Filename: ...\\S-02 - Plan and Elevation.dgn

SIGNATURE/
BLOCK:

**C&C Consulting
Engineers, LLC**
214 Lincoln Street
Boston, MA 02134

PROJECT TITLE:

**REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833**

TOWN:

EAST HARTFORD

DRAWING TITLE:

PLAN & ELEVATION

PROJECT NO.

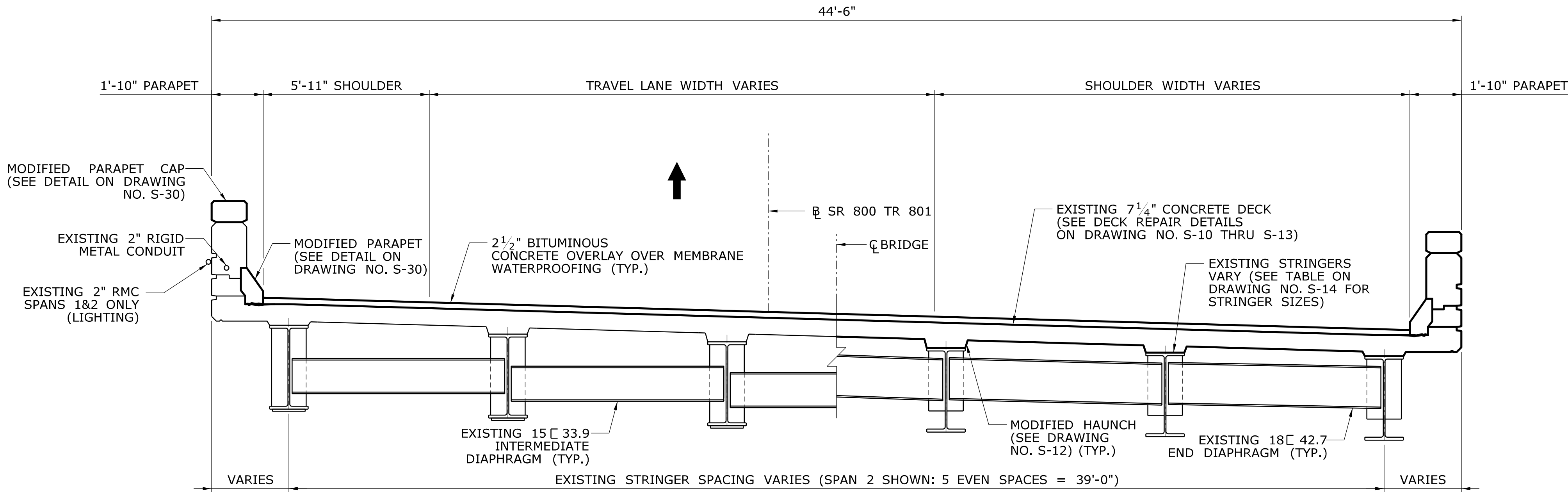
042-305

DRAWING NO.

S-2

SHEET NO.

02.04.02

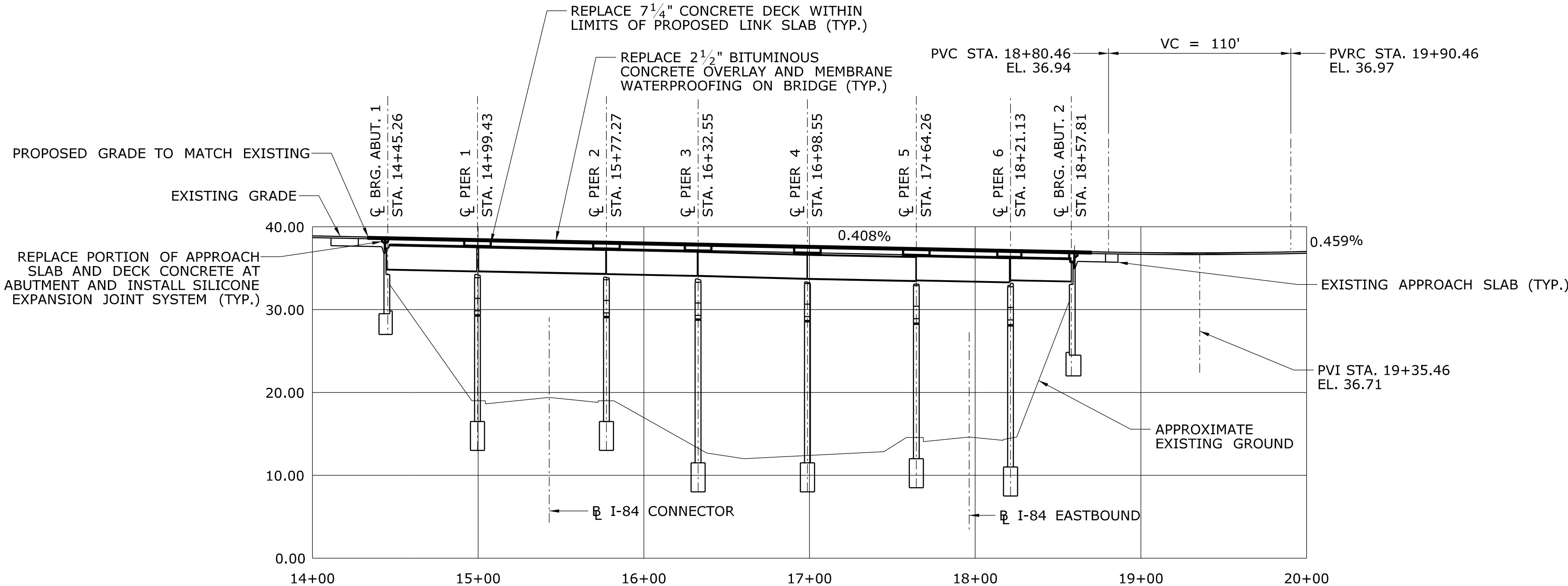


BETWEEN BEARINGS

AT BEARINGS

TYPICAL REHABILITATED CROSS SECTION

SCALE: 3/8" = 1'-0"



NOTE: STATIONS AT ABUTMENTS ARE AT THE EXISTING BEARING CENTERLINES.

PROFILE - SR 500 TR 801 BASELINE

HORIZONTAL SCALE: 1" = 50'-0"

VERTICAL SCALE: 1" = 10'-0"


TABLE OF QUANTITIES		
DESCRIPTION	UNIT	QUANTITY
LEAD COMPLIANCE FOR MISCELLANEOUS EXTERIOR TASKS	LS	LS
EARTH EXCAVATION	CY	80
REMOVAL OF HMA WEARING SURFACE	SY	1800
HMA S0.375	TON	175
HMA S0.25	TON	120
MATERIAL FOR TACK COAT	GAL	200
PRESSURE RELIEF JOINT	SY	150
REMOVAL OF CONCRETE DECK (BRIDGE)	SY	500
JACKING FOR BEARING REPLACEMENT	EA	84
DOWNSPOUT SPLASH PAD	EA	6
SHEAR CONNECTORS	LS	LS
CONSTRUCT WEEP DRAINS	EA	3
BRIDGE SCUPPER - FIBERGLASS HOPPER	EA	6
8" PIPE FOR BRIDGE DRAINAGE (FIBERGLASS)	LF	150
1-1/2" POLYVINYL CHLORIDE PLASTIC PIPE	LF	4
SILICONE EXPANSION JOINT SYSTEM	LF	150
BEARING REPLACEMENT WITH ELASTOMERIC BEARING PADS	EA	84
STEEL-LAMINATED ELASTOMERIC BEARINGS	EA	84
ROADWAY PARAPET WALL	LF	240
MODIFY BRIDGE PARAPET	LF	660
BRIDGE PARAPET CAP	LF	900
RECONSTRUCT BRIDGE ENDBLOCK	EA	3
CLASS "S" CONCRETE	CF	200
FULL DEPTH PATCH (CLASS "F" CONCRETE)	CY	85
CLASS "F" CONCRETE	CY	200
PARTIAL DEPTH PATCH	CF	1215
1" PREFORMED EXPANSION JOINT FILLER FOR BRIDGES	SF	50
EPOXY INJECTION CRACK REPAIR	LF	650
DEFORMED STEEL BARS - EPOXY COATED	LBS	30000
DRILLING HOLES AND GROUTING DOWELS	EA	340
DEBRIS SHIELD	LS	LS
STRUCTURAL STEEL REPAIRS (SITE NO. 2)	CWT	15
TEMPORARY SLAB SUPPORT (SITE NO. 2)	LS	LS
CONTAINMENT AND COLLECTION OF SURFACE PREPARATION DEBRIS (SITE NO. 2)	LS	LS
STRUCTURAL STEEL - MISCELLANEOUS	CWT	15
LOCALIZED PAINT REMOVAL AND FIELD PAINTING OF EXISTING STEEL	SF	1880
MEMBRANE WATERPROOFING (WOVEN GLASS FABRIC)	SY	1885
REMOVAL OF EXISTING MASONRY	CY	5
CONCRETE HAUNCH REMOVAL	LF	1340
2" RIGID METAL CONDUIT IN STRUCTURE	LF	100
REMOVE CONDUIT	LF	450
REMOVE CABLE	LF	350

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Plotted Date: 11/19/2014


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A. STUER
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C. D'ANNUNZIO
SCALE AS NOTED




STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...S-03 - Typical Section and Profile.dgn



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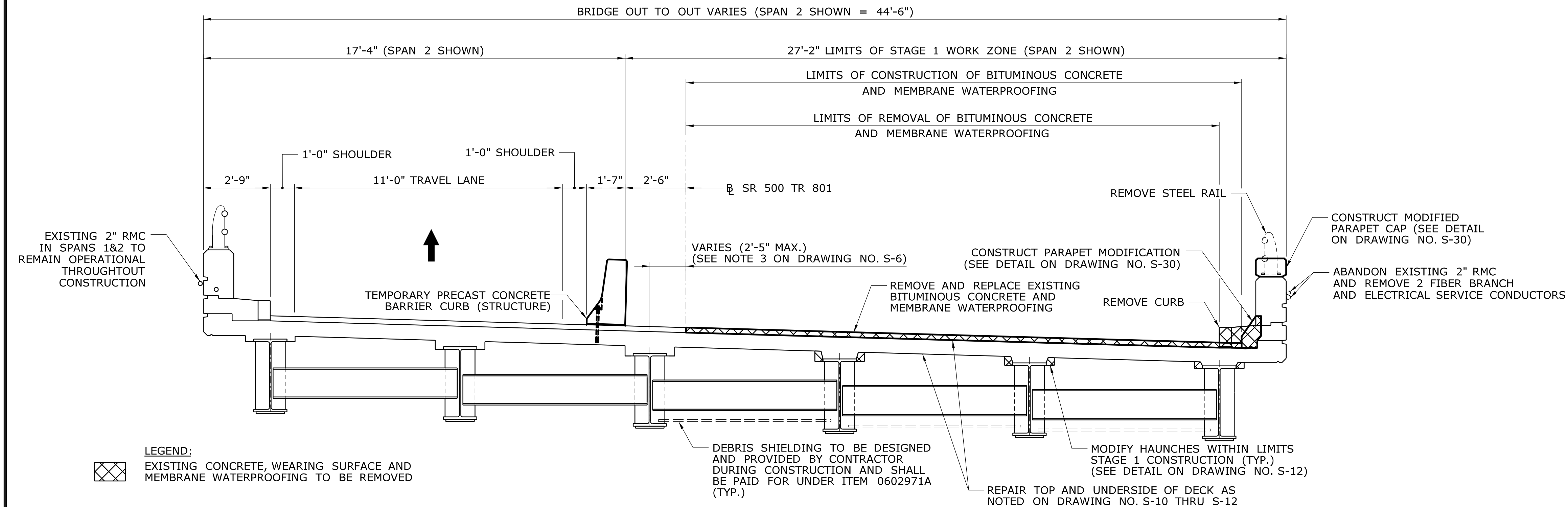


C&C Consulting
Engineers, LLC
214 Lincoln Street
Boston, MA 02134

PROJECT TITLE:
**REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833**

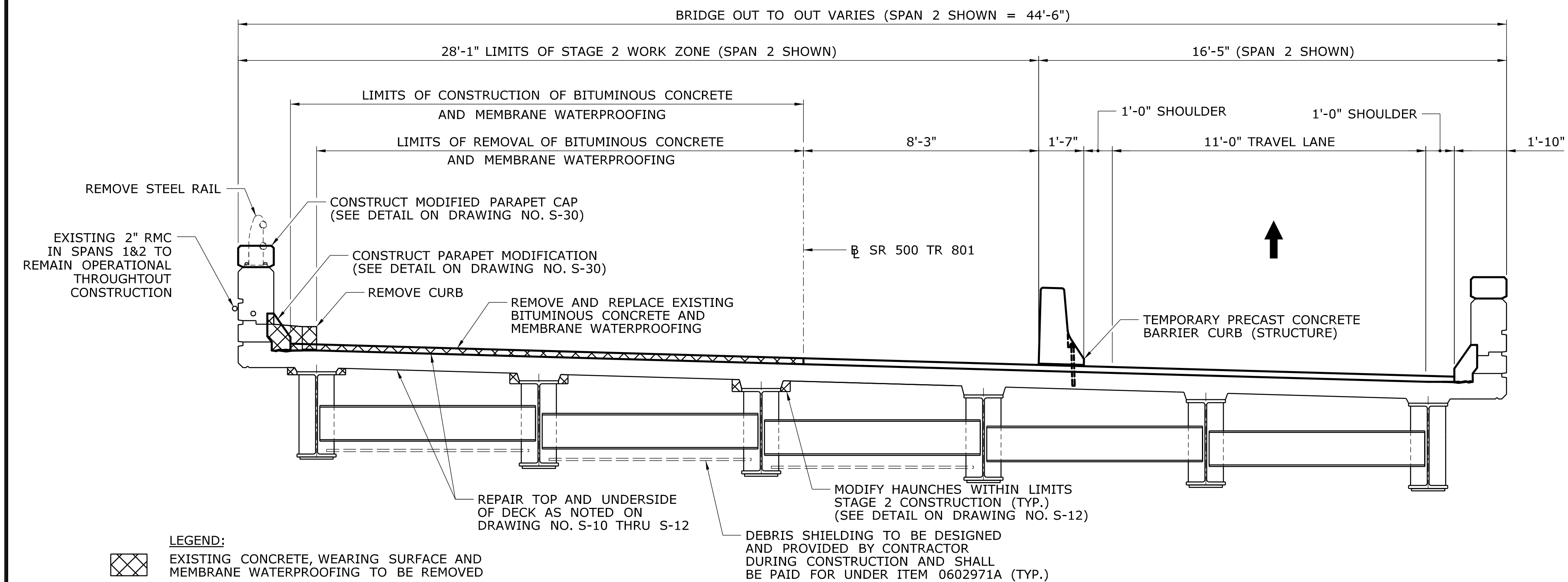
TOWN:
EAST HARTFORD
DRAWING TITLE:
**TYPICAL SECTION
AND PROFILE**

PROJECT NO.
042-305
DRAWING NO.
S-3
SHEET NO.
02.04.03



STAGE 1 CONSTRUCTION - OUTSIDE LIMITS OF LINK SLAB

SCALE: $\frac{3}{8}" = 1'-0"$



STAGE 2 CONSTRUCTION - OUTSIDE LIMITS OF LINK SLAB

SCALE: $\frac{3}{8}" = 1'-0"$

STAGE 1 NOTES - OUTSIDE LIMITS OF LINK SLABS:

1. SET STAGE 1 TEMPORARY TRAFFIC BARRIERS 2'-6" WEST OF SR 500 TR 801 BASELINE, AS SHOWN ON PLANS. STAGE 1 TRAFFIC BARRIERS TO BE CRASH TESTED BOLT-DOWN BARRIERS. CONTRACTOR SHALL MAINTAIN THE INTEGRITY OF THE DECK DURING SETUP AND REMOVAL OF TEMPORARY BARRIERS AND INCLUDE RESTORATION OF DECK AT ANCHOR BOLT LOCATIONS AS PART OF THE DECK REPAIR WORK.
2. MAINTAIN SINGLE LANE OF TRAFFIC ON WEST SIDE OF BRIDGE DURING STAGE 1 DEMOLITION AND CONSTRUCTION.
3. DURING STAGE 1 DEMOLITION, REMOVE STEEL BRIDGE RAIL, SAFETY WALK, HAUNCHES AND WEARING SURFACE (INCLUDING MEMBRANE WATERPROOFING) UP TO SR 500 TR 801 BASELINE (SEE DRAWING NO. S-6). ONCE WEARING SURFACE IS REMOVED, TOP AND UNDERSIDE OF DECK DEFICIENCIES INDICATED ON DRAWING NO. S-10 AND S-11 SHALL BE FIELD VERIFIED (SEE NOTE 2 ON DRAWING NO. S-12). CONTRACTOR SHALL REMOVE A PORTION OF THE ABUTMENT BACKWALLS TO ACCOMMODATE THE PROPOSED APPROACH SLABS AND SILICONE EXPANSION JOINT SYSTEM (FOR DETAILS SEE DRAWING NO. S-31).
4. DURING STAGE 1 CONSTRUCTION, INSTALL SILICONE EXPANSION JOINT SYSTEM, SET PROPOSED APPROACH SLABS, CAST PARAPET CAP AND CURB AND PLACE PROPOSED WEARING SURFACE (INCLUDING MEMBRANE WATERPROOFING) UP TO SR 500 TR 801 BASELINE (SEE DRAWING NO. S-7).

STAGE 2 NOTES - OUTSIDE LIMITS OF LINK SLABS:

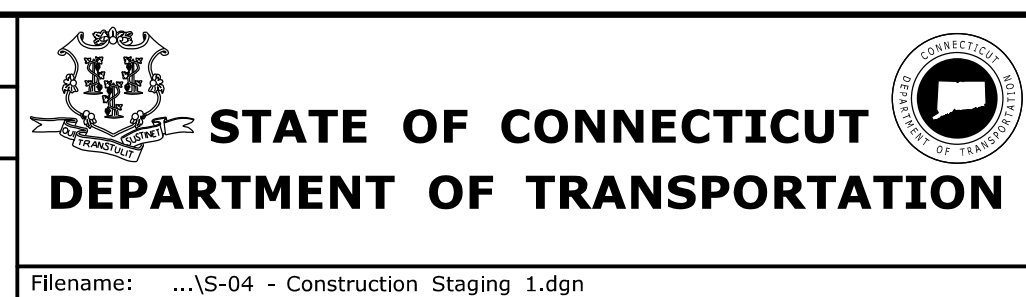
5. SET STAGE 2 TEMPORARY TRAFFIC BARRIERS 8'-3" EAST OF SR 500 TR 801 BASELINE SHOWN ON PLANS. STAGE 2 TRAFFIC BARRIERS TO BE CRASH TESTED LINKED BARRIERS.
6. MAINTAIN SINGLE LANE OF TRAFFIC ON EAST SIDE OF BRIDGE DURING STAGE 2 DEMOLITION AND CONSTRUCTION.
7. DURING STAGE 2 DEMOLITION, REMOVE STEEL BRIDGE RAIL, SAFETY WALK, HAUNCHES AND WEARING SURFACE (INCLUDING MEMBRANE WATERPROOFING) UP TO SR 500 TR 801 BASELINE (SEE DRAWING NO. S-8). ONCE WEARING SURFACE IS REMOVED, TOP AND UNDERSIDE OF DECK DEFICIENCIES INDICATED ON DRAWING NO. S-10 AND S-11 SHALL BE FIELD VERIFIED (SEE NOTE 2 ON DRAWING NO. S-12). CONTRACTOR SHALL REMOVE A PORTION OF THE ABUTMENT BACKWALLS TO ACCOMMODATE THE PROPOSED APPROACH SLABS AND SILICONE EXPANSION JOINT SYSTEM (FOR DETAILS SEE DRAWING NO. S-31).
8. DURING STAGE 2 CONSTRUCTION, INSTALL SILICONE EXPANSION JOINT SYSTEM, SET PROPOSED APPROACH SLABS, CAST PARAPET CAP AND CURB AND PLACE PROPOSED WEARING SURFACE (INCLUDING MEMBRANE WATERPROOFING) UP TO SR 500 TR 801 BASELINE (SEE DRAWING NO. S-9).

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DESIGNER/DRAFTER:
A. STUER

CHECKED BY:
C. D'ANNUNZIO

SCALE AS NOTED



SIGNATURE/
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C&C Consulting
Engineers, LLC
214 Lincoln Street
Boston, MA 02134

PROJECT TITLE:

**REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833**

TOWN:

EAST HARTFORD

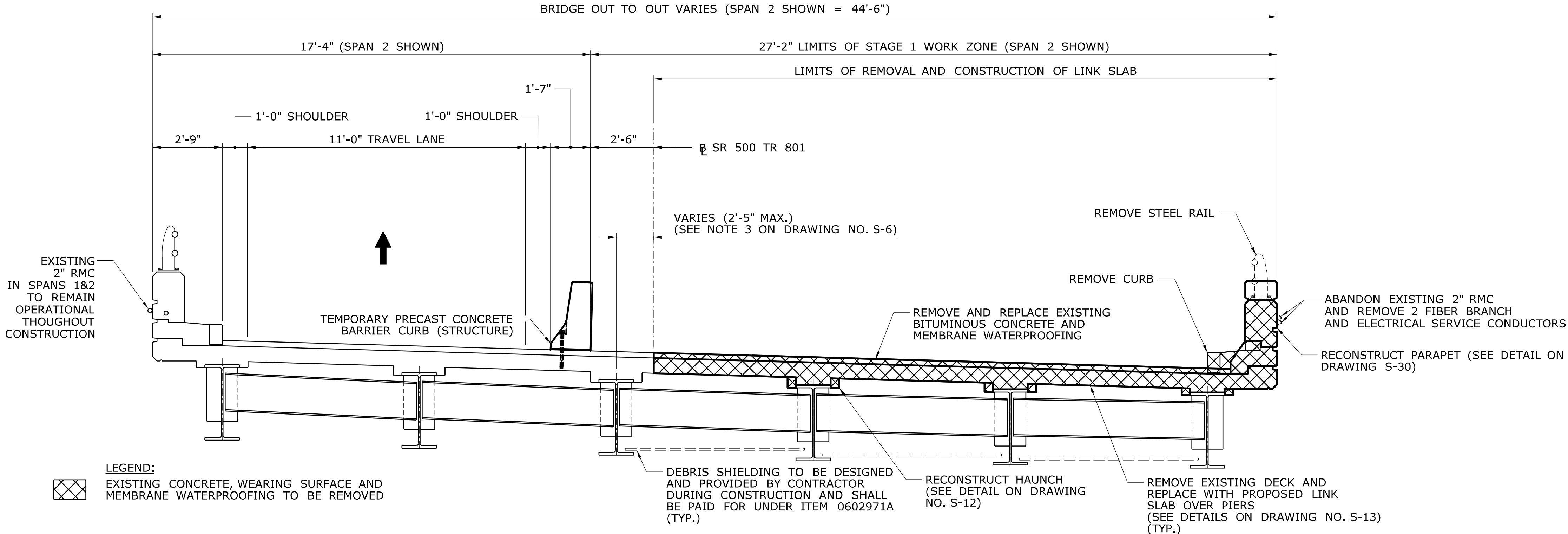
DRAWING TITLE:

**CONSTRUCTION
STAGING 1**

PROJECT NO.
042-305

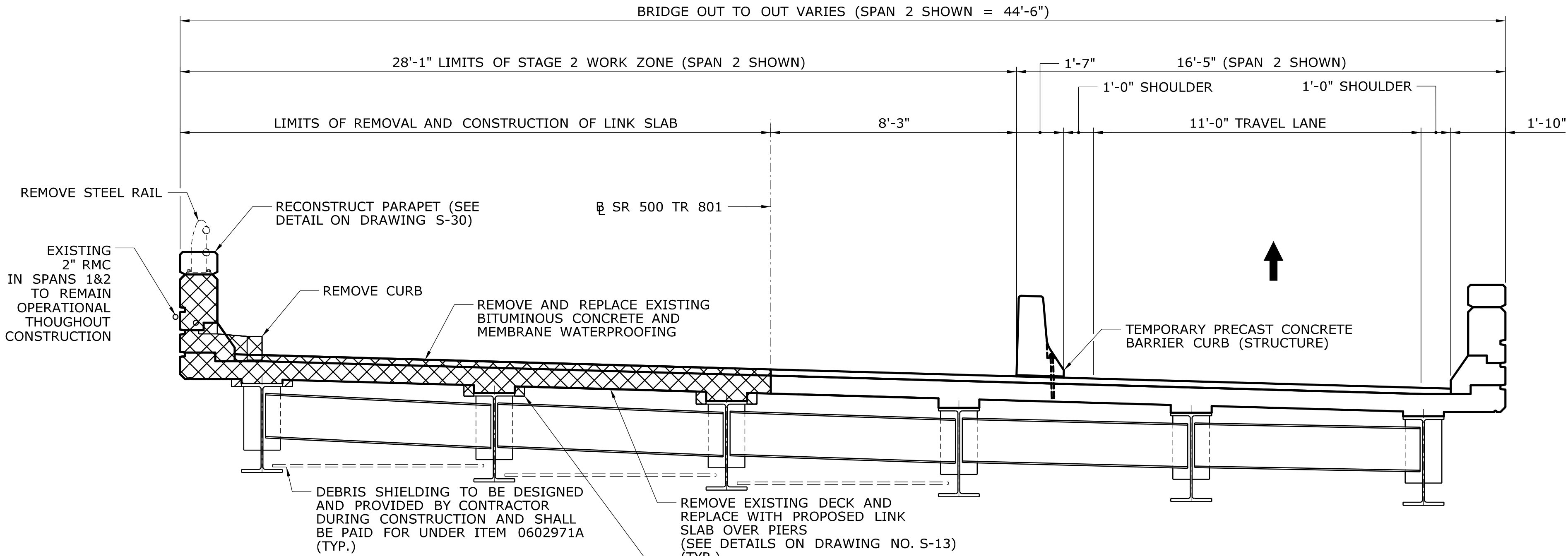
DRAWING NO.
S-4

SHEET NO.
02.04.04



STAGE 1 CONSTRUCTION - WITHIN LIMITS OF LINK SLAB

SCALE: 3/8" = 1'-0"



STAGE 2 CONSTRUCTION - WITHIN LIMITS OF LINK SLAB

SCALE: 3/8" = 1'-0"

STAGE 1 NOTES - WITHIN LIMITS OF LINK SLABS:

1. SET STAGE 1 TEMPORARY TRAFFIC BARRIERS 2'-6" WEST OF SR 500 TR 801 BASELINE SHOWN ON PLANS. STAGE 1 TRAFFIC BARRIERS TO BE CRASH TESTED BOLT-DOWN BARRIERS.
2. MAINTAIN SINGLE LANE OF TRAFFIC ON WEST SIDE OF BRIDGE DURING STAGE 1 DEMOLITION AND CONSTRUCTION.
3. DURING STAGE 1 DEMOLITION, REMOVE PARAPETS, HAUNCHES, SCUPPERS, DECK AND WEARING SURFACE (INCLUDING MEMBRANE WATERPROOFING) UP TO SR 500 TR 801 BASELINE (SEE DRAWING NO. S-6). EXISTING DECK REINFORCEMENT TO REMAIN AS INDICATED ON LINK SLAB DETAIL (SEE DRAWING NO. S-13). CARE SHALL BE TAKEN NOT TO DAMAGE EXISTING DECK REINFORCEMENT THAT IS INDICATED TO REMAIN DURING THE REMOVAL OF THE EXISTING DECK. CONTRACTOR SHALL TEMPORARILY SUPPORT DECK OVERHANG AS NECESSARY FOR STAGED CONSTRUCTION OF LINK SLAB.
4. DURING STAGE 1 CONSTRUCTION, CONSTRUCT LINK SLABS, REPLACE SCUPPERS, CAST PARAPETS TO MATCH MODIFIED PARAPET GEOMETRY, AND CONSTRUCT PARAFFIN JOINTS UP TO LIMITS OF SR 500 TR 801 (SEE DRAWING NO. S-7).

STAGE 2 NOTES - WITHIN LIMITS OF LINK SLABS:

5. SET STAGE 2 TEMPORARY TRAFFIC BARRIERS 8'-3" EAST OF SR 500 TR 801 BASELINE SHOWN ON PLANS. STAGE 2 TRAFFIC BARRIERS TO BE CRASH TESTED LINKED BARRIERS.
6. MAINTAIN SINGLE LANE OF TRAFFIC ON EAST SIDE OF BRIDGE DURING STAGE 2 DEMOLITION AND CONSTRUCTION.
7. DURING STAGE 2 DEMOLITION, REMOVE PARAPETS, HAUNCHES, SCUPPERS, DECK AND WEARING SURFACE (INCLUDING MEMBRANE WATERPROOFING) UP TO SR 500 TR 801 (SEE DRAWING NO. S-8). EXISTING DECK REINFORCEMENT TO REMAIN AS INDICATED ON LINK SLAB DETAIL (SEE DRAWING NO. S-13). CARE SHALL BE TAKEN NOT TO DAMAGE EXISTING DECK REINFORCEMENT THAT IS INDICATED TO REMAIN DURING THE REMOVAL OF THE EXISTING DECK. CONTRACTOR SHALL TEMPORARILY SUPPORT DECK OVERHANG AS NECESSARY FOR STAGED CONSTRUCTION OF LINK SLAB.
8. DURING STAGE 2 CONSTRUCTION, CONSTRUCT LINK SLABS, REPLACE SCUPPERS, CAST PARAPETS TO MATCH MODIFIED PARAPET GEOMETRY, AND CONSTRUCT PARAFFIN JOINTS UP TO SR 500 TR 801 (SEE DRAWING NO. S-9).

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SCALE AS NOTED

**STATE OF CONNECTICUT**
DEPARTMENT OF TRANSPORTATION

Filename: ...S-05 - Construction Staging 2.dgn

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Engineers, LLC
214 Lincoln Street
Boston, MA 02134

PROJECT TITLE:

**REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833**

TOWN:

EAST HARTFORD
DRAWING TITLE:
**CONSTRUCTION
STAGING 2**

PROJECT NO.

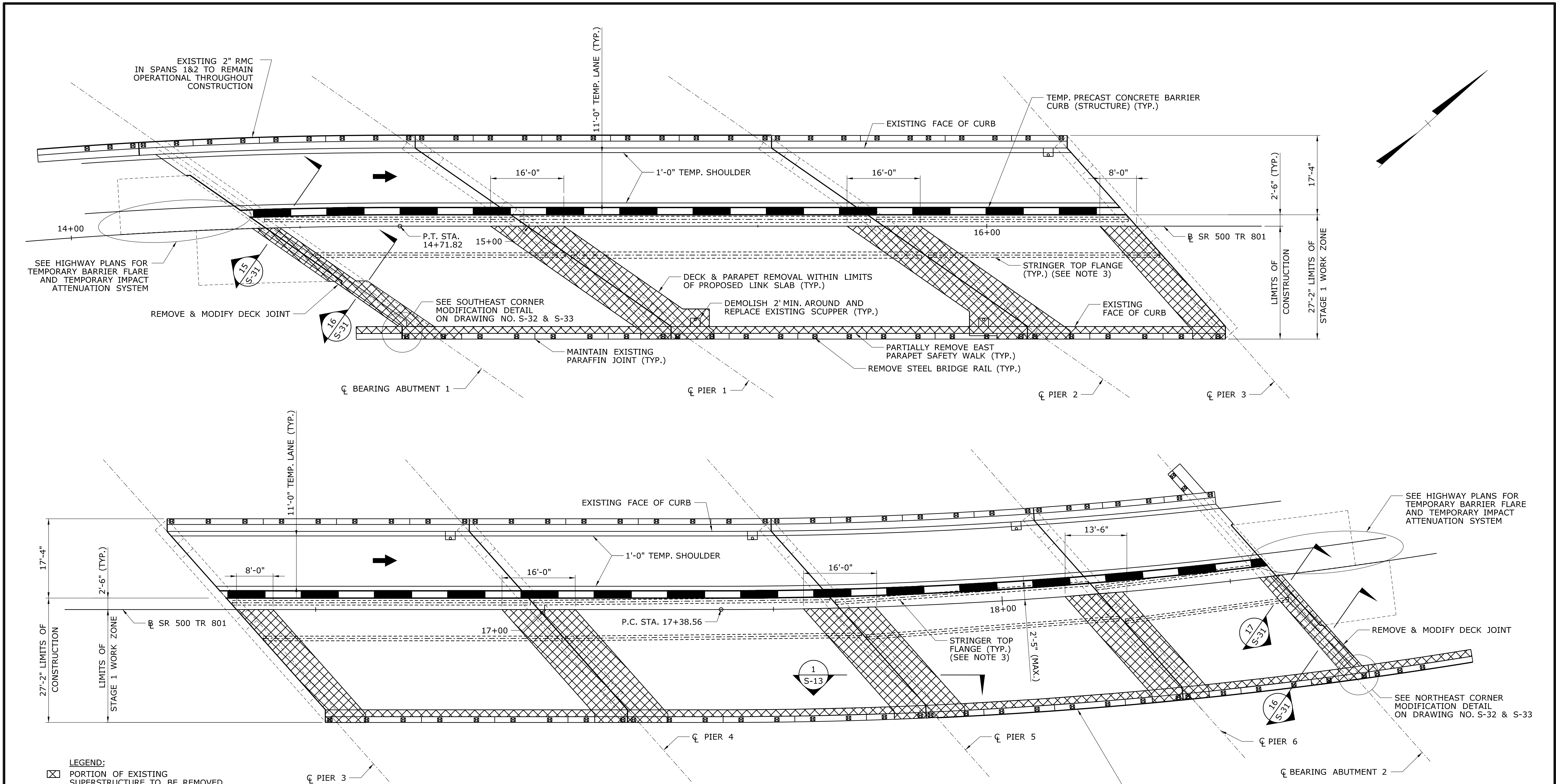
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DRAWING NO.

S-5

SHEET NO.

02.04.05





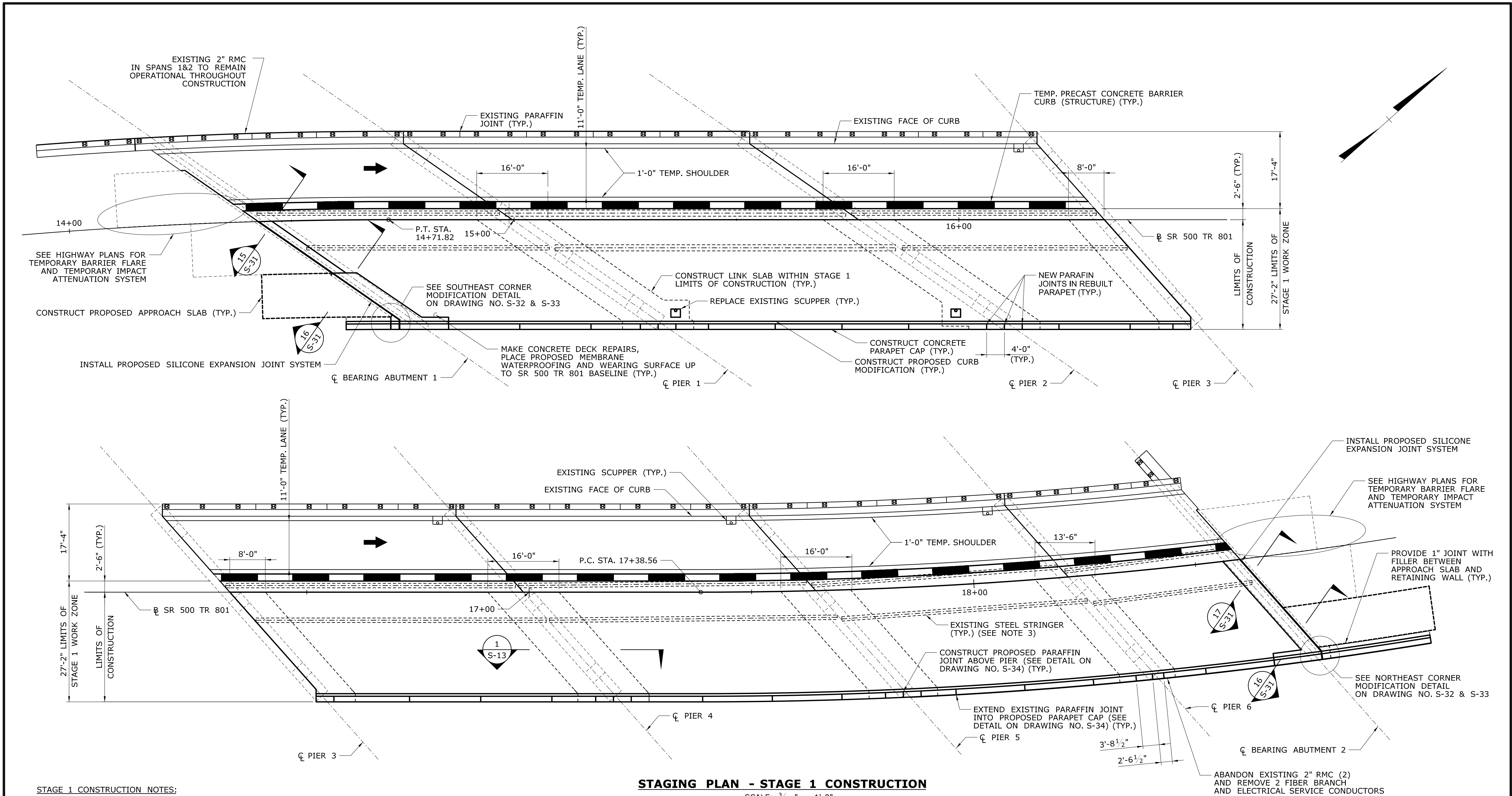
STAGING PLAN - STAGE 1 DEMOLITION

SCALE: $\frac{3}{32}$ " = 1'-0"

STAGE 1 DEMOLITION NOTES:

1. MAINTAIN 1 LANE OF TRAFFIC ON WEST SIDE OF BRIDGE.
2. FOR STAGE 1 DEMOLITION NOTES AND DETAILS, SEE DRAWING NO. S-4 AND S-5.
3. EXISTING STEEL STRINGERS NEAREST THE LIMITS OF DEMOLITION ARE SHOWN IN THE CONSTRUCTION STAGING PLAN TO INDICATE THAT THE PROPOSED LIMITS OF STAGE 1 DEMOLITION CREATE A TEMPORARY DECK OVERHANG IN THE VICINITY OF THE PROPOSED LINK SLABS. THE 2'-5" MAXIMUM OVERHANG DIMENSION IS BASED ON ORIGINAL DESIGN DRAWINGS AND IS NOT GUARANTEED. THE CONTRACTOR SHALL PROVIDE TEMPORARY SUPPORT OF THE DECK OVERHANG UNTIL THE ENTIRE LINK SLAB HAS BEEN INSTALLED.
4. ANY DECK WEEP THAT FALLS WITHIN THE LIMITS OF THE PROPOSED LINK SLAB SHALL BE REMOVED IN ITS ENTIRETY.

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REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 11/19/2014							



STAGE 1 CONSTRUCTION NOTES:

1. MAINTAIN 1 LANE OF TRAFFIC ON WEST SIDE OF BRIDGE.
2. FOR STAGE 1 CONSTRUCTION NOTES AND DETAILS, SEE DRAWING NO. S-4 AND S-5.
3. EXISTING STEEL STRINGERS NEAREST THE LIMITS OF CONSTRUCTION ARE SHOWN IN THE CONSTRUCTION STAGING PLAN TO INDICATE THAT THE PROPOSED LIMITS OF STAGE 1 CONSTRUCTION CREATE A TEMPORARY DECK OVERHANG IN THE VICINITY OF THE PROPOSED LINK SLABS. THE CONTRACTOR SHALL PROVIDE TEMPORARY SUPPORT OF THE DECK BETWEEN THE STRINGERS SHOWN IN PLAN UNTIL THE ENTIRE LINK SLAB HAS BEEN INSTALLED.
4. ANY DECK WEEPS THAT FALL WITHIN THE LIMITS OF THE LINK SLAB SHALL BE REPLACED PER THE DETAILS ON DRAWING NO S-39.

STAGING PLAN - STAGE 1 CONSTRUCTION

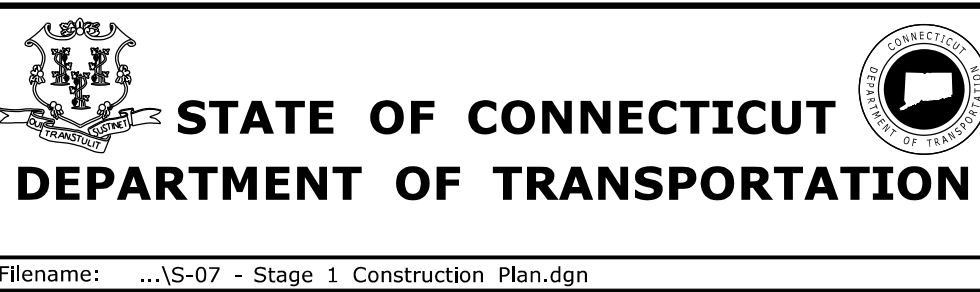
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REV.	DATE	REVISION DESCRIPTION	SHEET NO.

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 11/19/2014

DESIGNER/DRAFTER:
A. STUER
CHECKED BY:
C. D'ANNUNZIO
SCALE AS NOTED

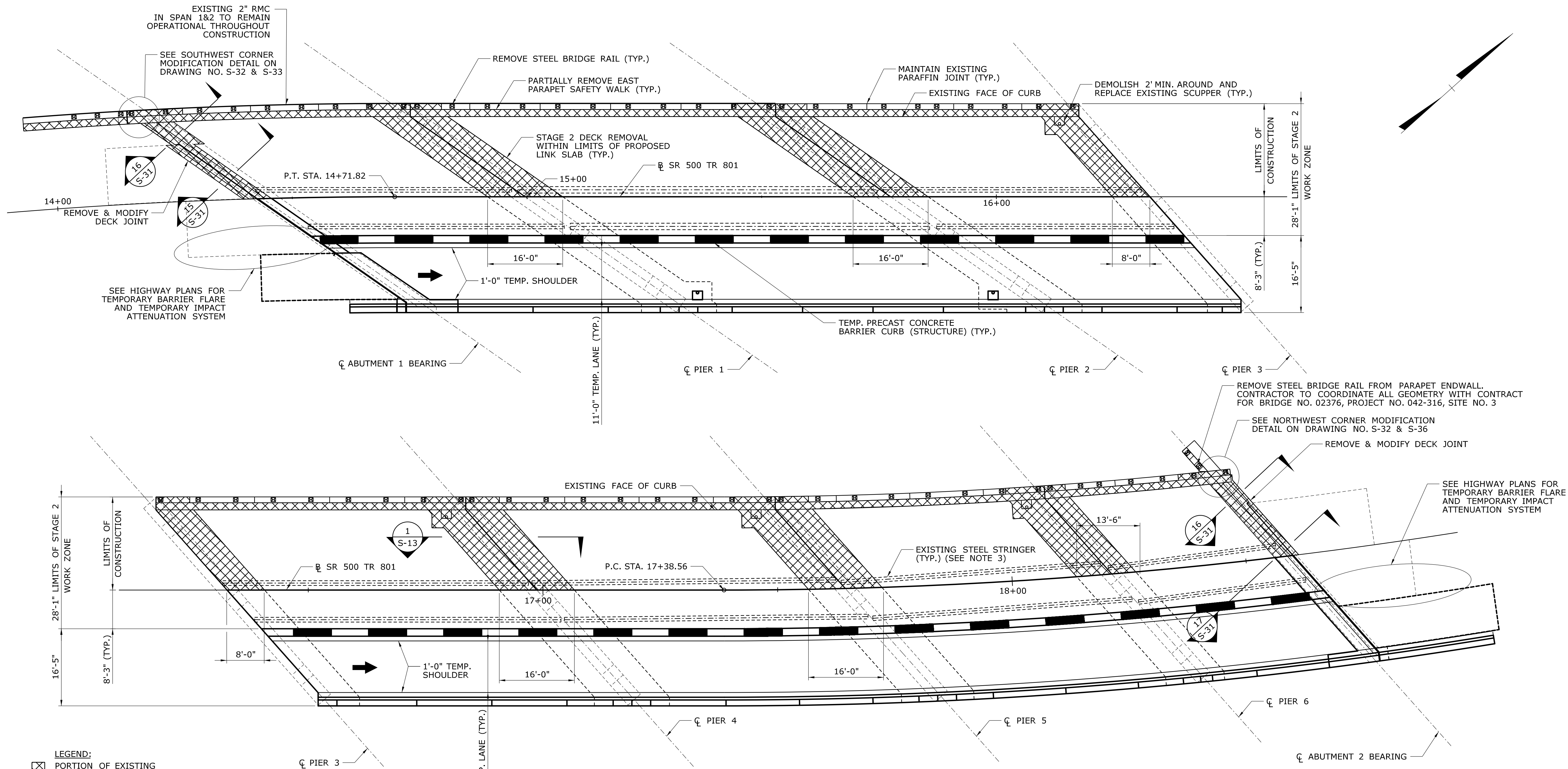


SIGNATURE/
BLOCK:

C&C Consulting
Engineers, LLC
214 Lincoln Street
Boston, MA 02134

PROJECT TITLE:
**REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833**

TOWN:
EAST HARTFORD
DRAWING TITLE:
**STAGE 1
CONSTRUCTION PLAN**
PROJECT NO.
042-305
DRAWING NO.
S-7
SHEET NO.
02.04.07



STAGING PLAN - STAGE 2 DEMOLITION

SCALE: 3/32" = 1'-0"

STAGE 2 DEMOLITION NOTES:

1. REMOVE STAGE 1 BOLT-DOWN BARRIERS AND PATCH DECK AS NEEDED (SEE NOTE 1 ON DRAWING NO. S-4). PLACE STAGE 2 LINKED BARRIERS SUCH THAT BACK OF BARRIER IS OFFSET 8'-3" EAST OF SR500 TR 801 BASELINE. SHIFT AND MAINTAIN 1 LANE OF TRAFFIC ON EAST SIDE OF BRIDGE.
2. FOR STAGE 2 DEMOLITION NOTES AND DETAILS, SEE DRAWING NO. S-4 AND S-5.
3. EXISTING STEEL STRINGERS NEAREST THE LIMITS OF DEMOLITION ARE SHOWN IN THE DEMOLITION STAGING PLAN TO INDICATE THAT THE TEMPORARY DECK BETWEEN STRINGERS ON EITHER SIDE OF THE BASELINE SHALL CONTINUE TO BE SUPPORTED UNTIL THE ENTIRE DECK LINK SLAB HAS BEEN INSTALLED.
4. ANY DECK WEEP THAT FALLS WITHIN THE LIMITS OF THE PROPOSED LINK SLAB SHALL BE REMOVED IN ITS ENTIRETY.

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REV.	DATE	REVISION DESCRIPTION	SHEET NO.

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Plotted Date: 11/19/2014

DESIGNER/DRAFTER:
A. STUER
CHECKED BY:
C. D'ANNUNZIO
SCALE AS NOTED

**STATE OF CONNECTICUT**
DEPARTMENT OF TRANSPORTATION

Filename: ...S-08 - Stage 2 Demolition Plan.dgn

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C&C Consulting
Engineers, LLC
214 Lincoln Street
Boston, MA 02134

PROJECT TITLE:

**REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833**

TOWN:

EAST HARTFORD
DRAWING TITLE:
**STAGE 2
DEMOLITION PLAN**

PROJECT NO.

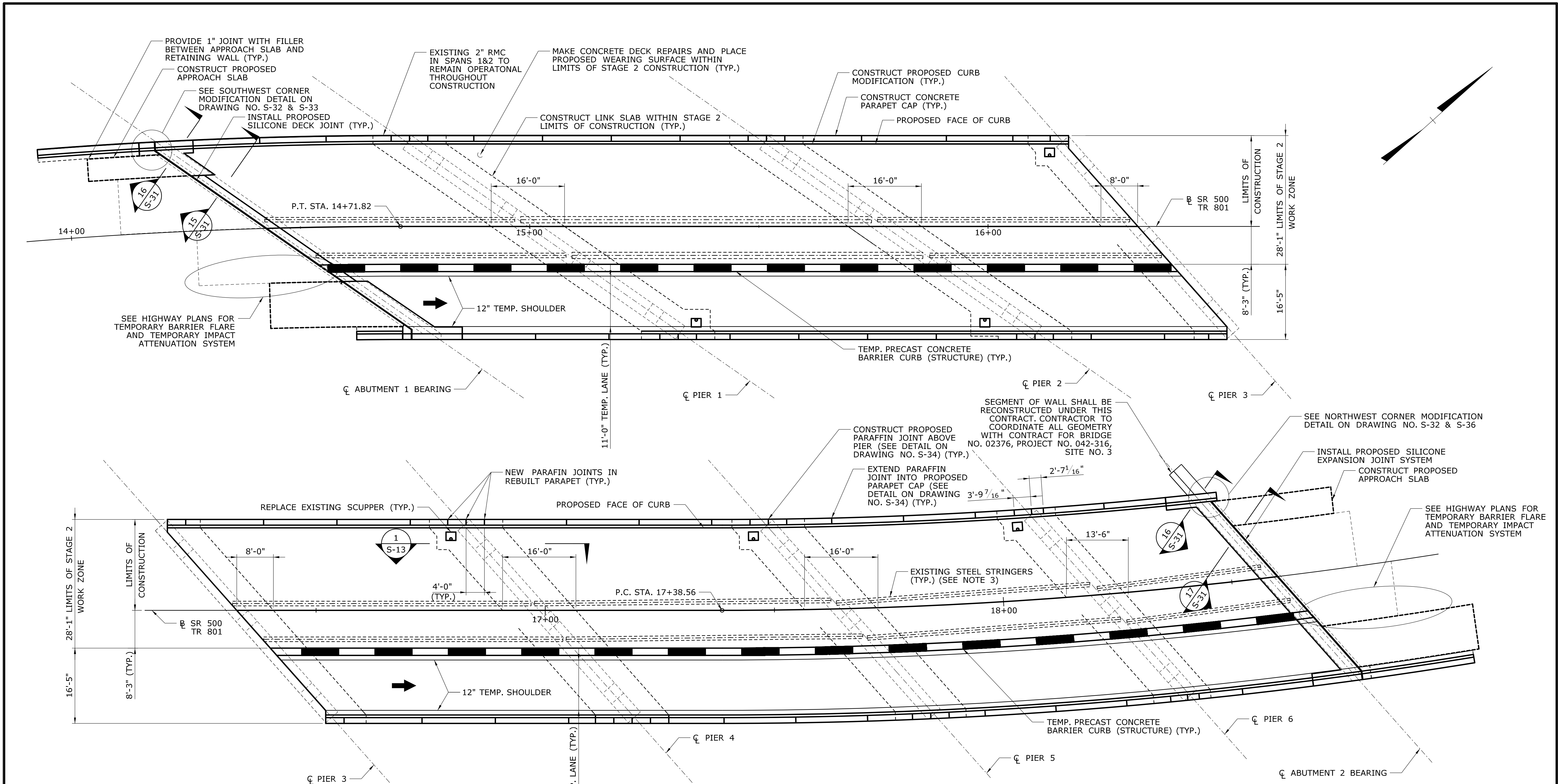
042-305

DRAWING NO.

S-8

SHEET NO.

02.04.08



STAGE 2 CONSTRUCTION NOTES:

1. MAINTAIN 1 LANE OF TRAFFIC ON EAST SIDE OF BRIDGE.
2. FOR STAGE 2 CONSTRUCTION NOTES AND DETAILS, SEE DRAWING NO. S-4 AND S-5.
3. EXISTING STEEL STRINGERS ON EITHER SIDE OF THE SR 500 TR 801 BASELINE ARE SHOWN IN THE CONSTRUCTION STAGING PLAN TO INDICATE THAT THE DECK BETWEEN THESE STRIGNERS SHALL CONTINUE TO BE SUPPORTED UNTIL THE ENTIRE DECK LINK SLAB HAS BEEN INSTALLED.
4. ANY DECK WEEPS THAT FALL WITHIN THE LIMITS OF THE LINK SLAB SHALL BE REPLACED PER THE DETAILS ON DRAWING NO. S-39.

STAGING PLAN - STAGE 2 CONSTRUCTION

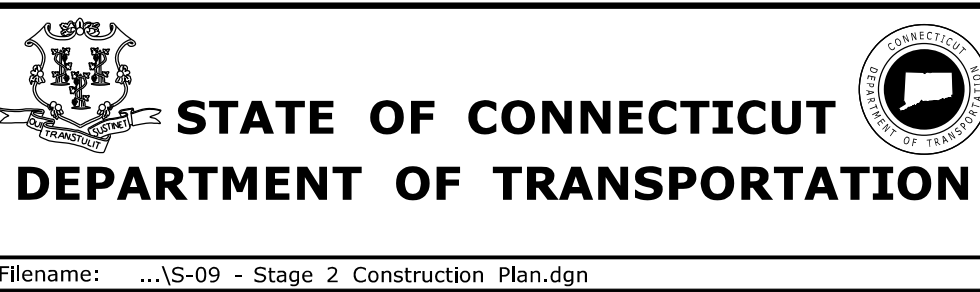
SCALE: $\frac{3}{32}$ " = 1'-0"

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REV.	DATE	REVISION DESCRIPTION	SHEET NO.

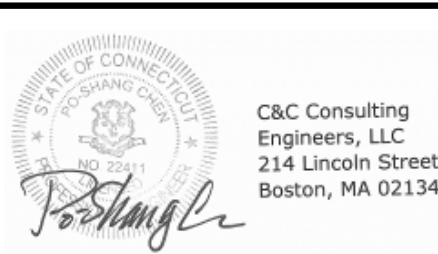
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Plotted Date: 11/19/2014

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C. D'ANNUNZIO
SCALE AS NOTED



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BLOCK:



PROJECT TITLE:

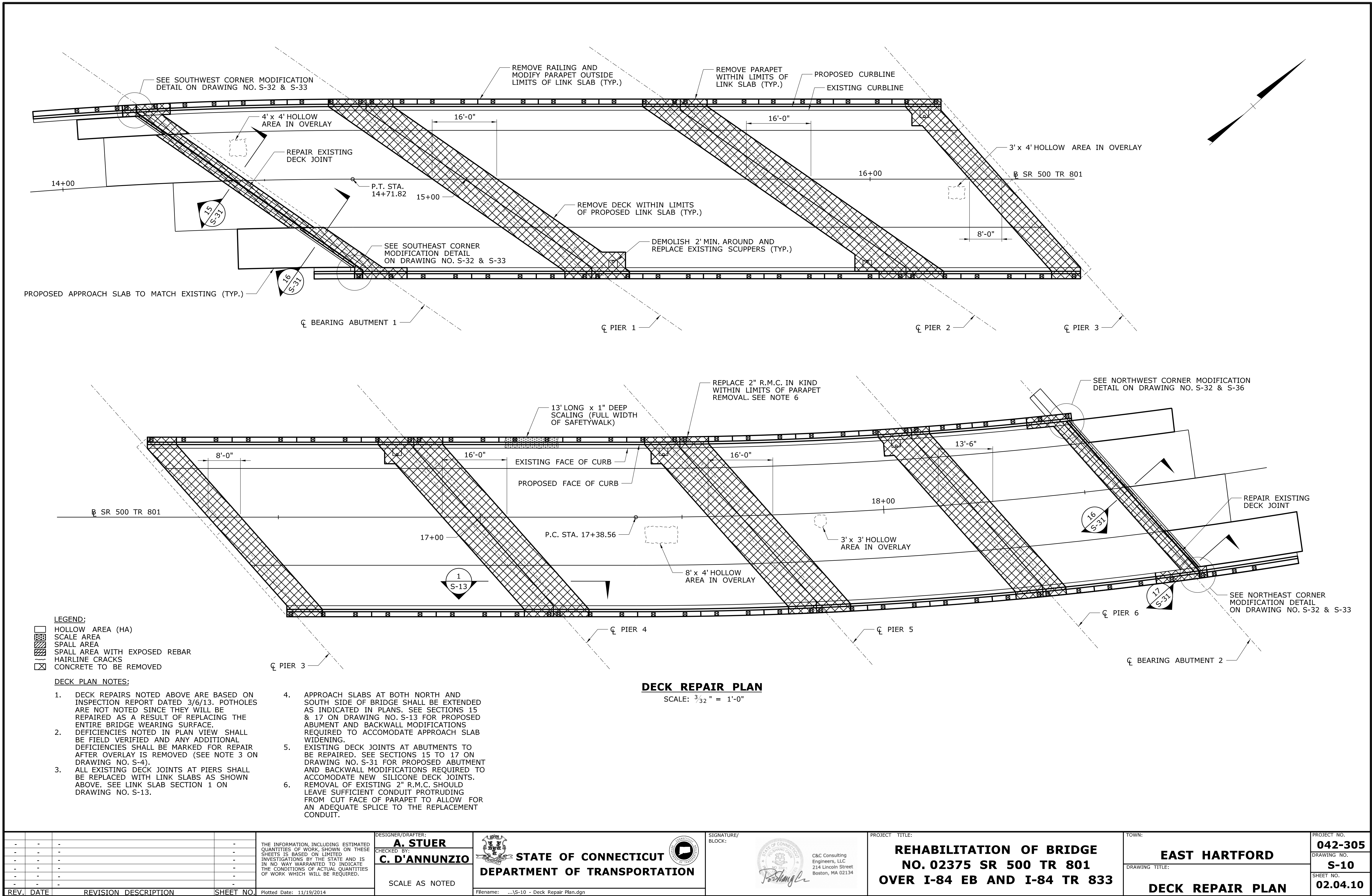
**REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833**

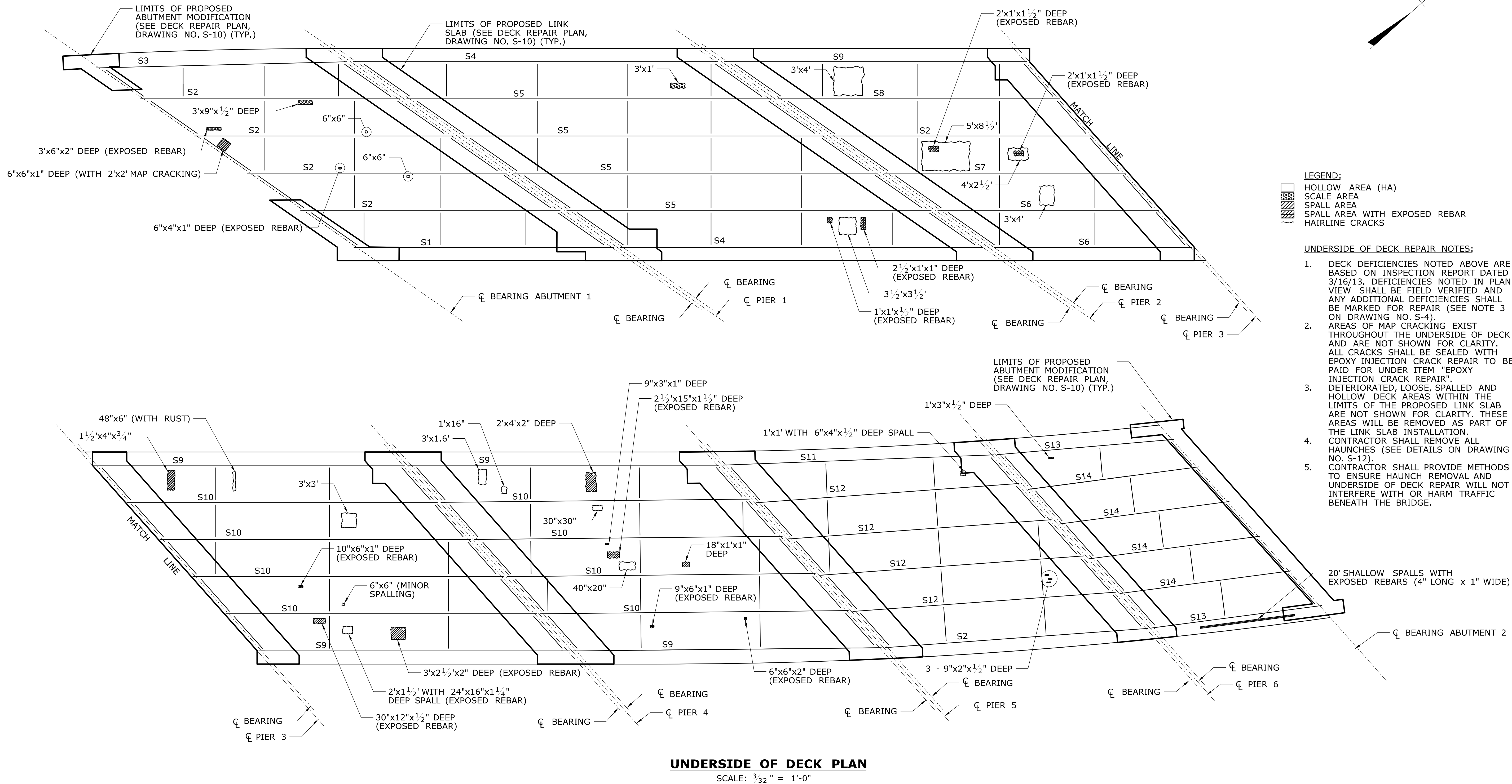
TOWN:




EAST HARTFORD
DRAWING TITLE:
**STAGE 2
CONSTRUCTION PLAN**

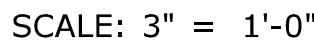
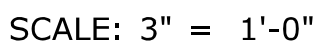
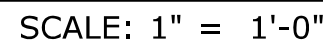
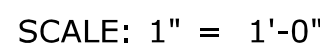
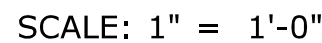
PROJECT NO.

042-305
DRAWING NO.
S-9
SHEET NO.
02.04.09



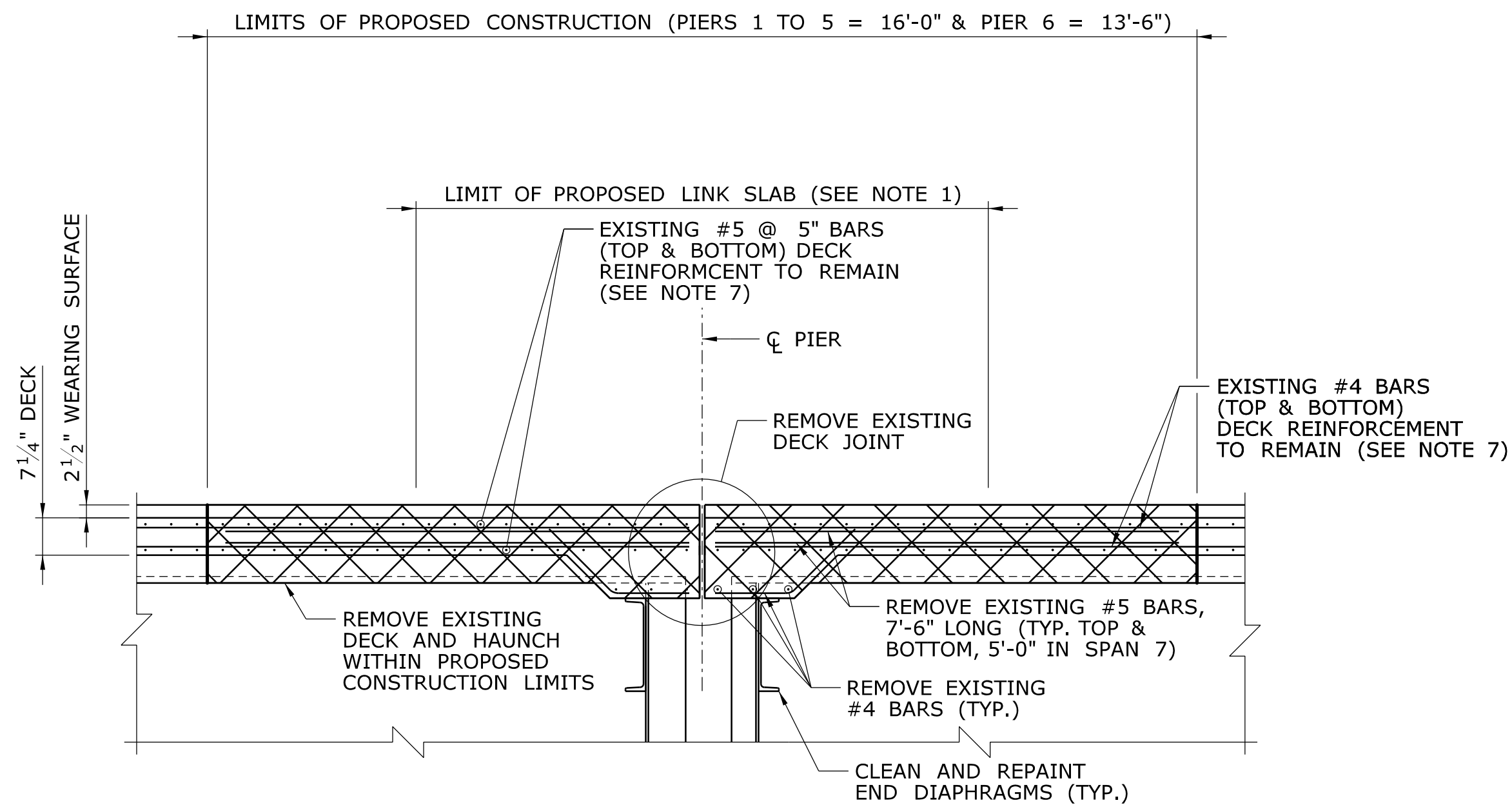


-	-	-	-	THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.	DESIGNER/DRAFTER: A. STUER CHECKED BY: C. D'ANNUNZIO	 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION	 C&C Consulting Engineers, LLC 214 Lincoln Street Boston, MA 02134 	PROJECT TITLE: REHABILITATION OF BRIDGE NO. 02375 SR 500 TR 801 OVER I-84 EB AND I-84 TR 833	TOWN: EAST HARTFORD	PROJECT NO. 042-305
-	-	-	-	SCALE AS NOTED	DRAWING TITLE: UNDERSIDE OF DECK REPAIR PLAN				DRAWING NO. S-11	
-	-	-	-	Plotted Date: 11/19/2014	SHEET NO. 02.04.11					
REV.	DATE	REVISION DESCRIPTION	SHEET NO.		Filename: ...S-11 - Underside of Deck Repair Plan.dgn					



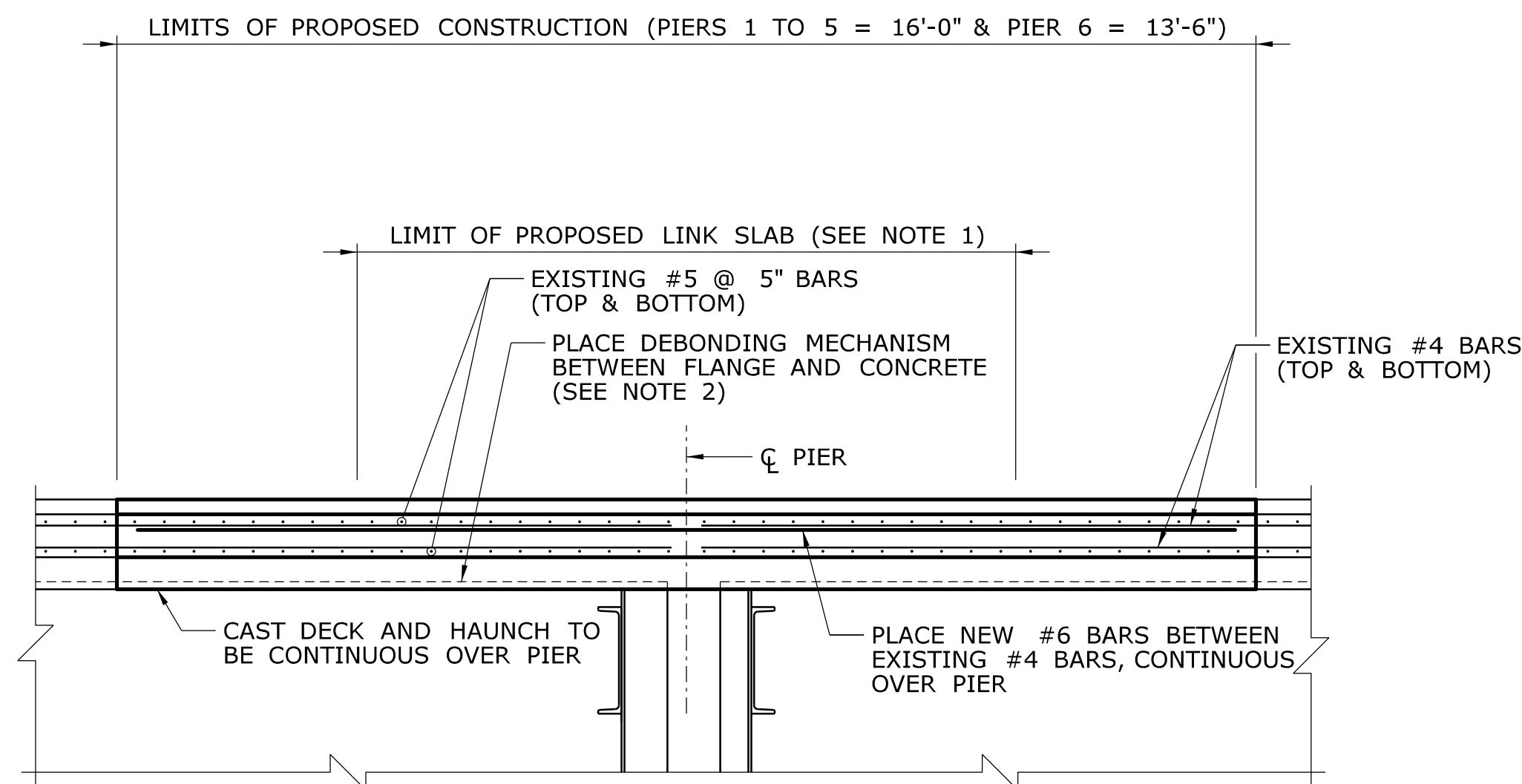
14. ALL HAUNCHES SHALL BE REMOVED AS PART OF THE BRIDGE REHABILITATION.
15. SAW CUTTING IS NOT REQUIRED FOR HAUNCH REMOVAL ONLY IN AREAS HAVING INSUFFICIENT CLEARANCE FOR SAW-CUTTING EQUIPMENT SUCH AS ABOVE DIAPHRAGMS OR AS APPROVED OF BY THE ENGINEER.
16. IF OVER-REMOVAL OF HAUNCHES RESULTS, APPLY TWO COATS OF EPOXY RESIN TO EXPOSED DECK REINFORCING STEEL. ALL REASONABLE PRECAUTIONS SHALL BE TAKEN TO AVOID THIS CONDITION. REMOVAL OF THE CONCRETE HAUNCH OUTSIDE THE LIMITS OF THE LINK SLAB SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR ITEM 0974105A "CONCRETE HAUNCH REMOVAL". REMOVAL OF THE CONCRETE HAUNCH WITHIN THE LIMITS OF THE LINK SLAB SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR ITEM 0503420 "REMOVAL OF CONCRETE DECK (BRIDGE)".

[illegible]



**EXISTING SECTION 1 AT PIERS
(DRAWING NO. S-6 THRU S-10)**

SCALE: 1/2" = 1'-0"



**PROPOSED SECTION 1 AT PIERS
(DRAWING NO. S-6 THRU S-10)**

SCALE: 1/2" = 1'-0"

LINK SLAB NOTES:

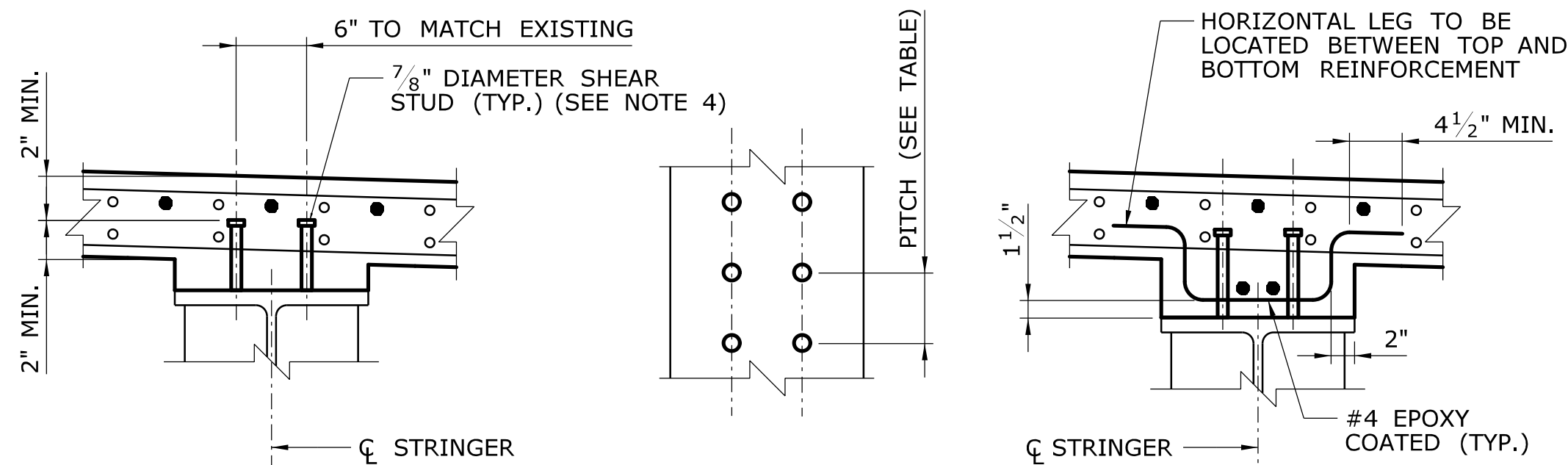
- LINK SLAB LENGTH = 11'-3" AT PIERS 1, 3 & 4, LINK SLAB LENGTH = 12'-0" AT PIER 2, LINK SLAB LENGTH = 10'-9" AT PIER 5, AND LINK SLAB LENGTH = 8'-9" AT PIER 6.
- WITHIN THE LINK SLAB LENGTH, ALL EXISTING SHEAR STUDS OR SPIRALS SHALL BE REMOVED. A DEBONDING MECHANISM SUCH AS NEOPRENE PADS SHALL BE PLACED BETWEEN THE TOP FLANGE AND THE PROPOSED DECK WITHIN THE LINK SLAB LENGTH.
- OUTSIDE OF THE LINK SLAB, KEEP EXISTING SHEAR STUDS OR REPLACE EXISTING SHEAR STUDS WITH SPACING AS SHOWN IN TABLE.
- PLACE PROPOSED LINK SLAB #6 BAR REINFORCEMENT EVENLY BETWEEN EXISTING #4 @ 9" LONGITUDINAL REINFORCEMENT. EXTEND PROPOSED REINFORCEMENT AS NEEDED TO PROPERLY DEVELOP BEYOND LINK SLAB LENGTH.
- THE LIMITS OF THE PROPOSED CONSTRUCTION ARE SYMMETRIC ABOUT THE CENTER LINE OF THE PIER EXCEPT AT PIER 6. IN ORDER TO REMOVE THE EXISTING #5 LONGITUDINAL BARS AT PIER 6, THE LIMITS OF CONSTRUCTION (MEASURED FROM THE CENTER LINE OF THE PIER) ARE TAKEN 8'-0" IN SPAN 6 AND 5'-6" IN SPAN 7.

DECK REMOVAL NOTES:

- DURING THE REMOVAL OF THE EXISTING DECK IN THE VICINITY OF THE PROPOSED LINK SLAB, CARE SHALL BE TAKEN NOT TO DAMAGE EXISTING DECK REINFORCEMENT THAT IS DESIGNATED TO REMAIN.
- AT EACH PROPOSED LINK SLAB LOCATION A MINIMUM OF ONE DECK SUPPORT PER BEAM IS REQUIRED AT EACH BEAM END.

SHEAR STUD NOTES:

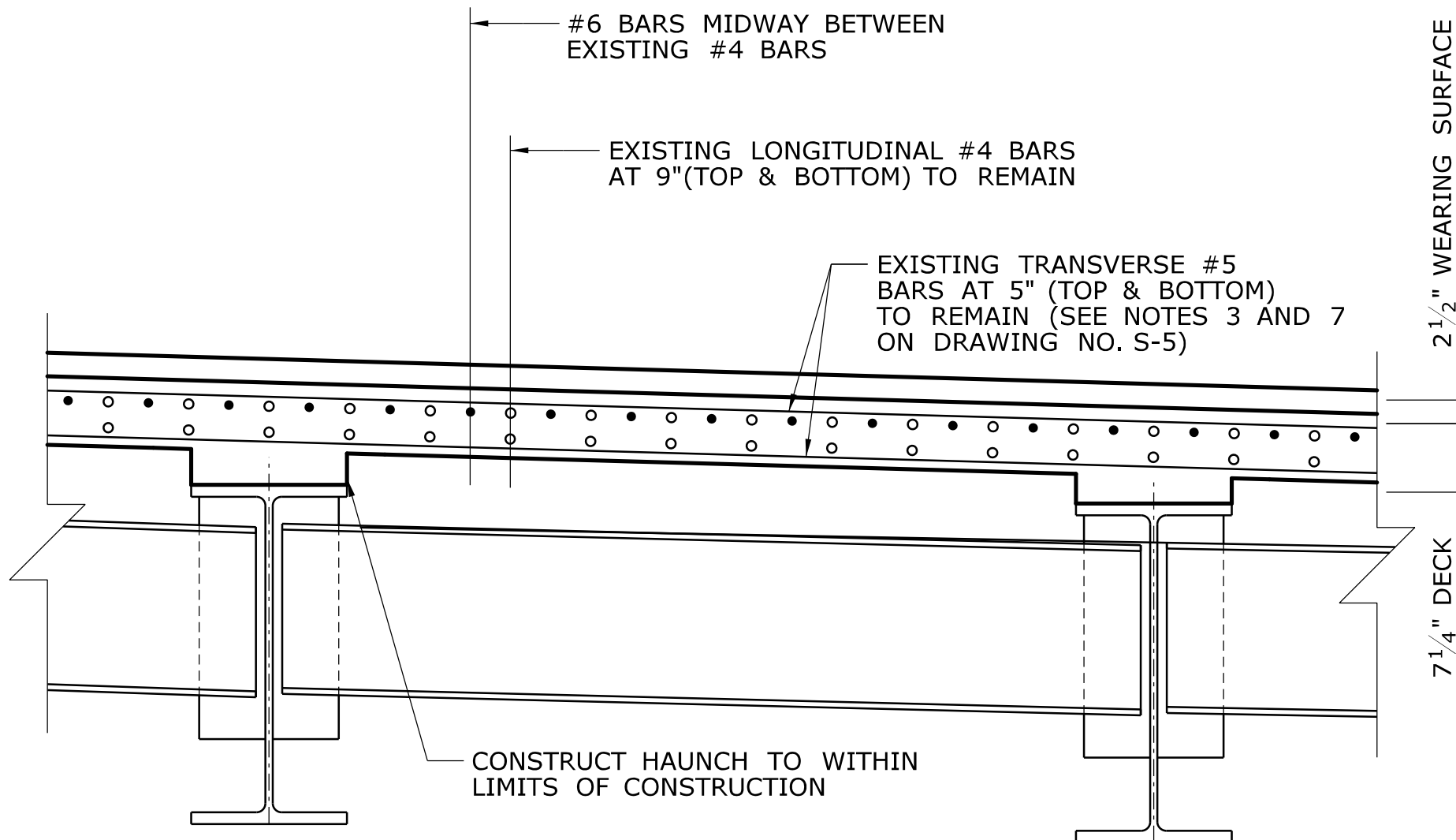
- CARE SHALL BE EXERCISED IN DEMOLITION OUTSIDE OF THE LINK SLAB TO MAINTAIN EXISTING SHEAR STUDS. SHEAR STUDS SHALL BE REPLACED IF DAMAGED DURING DEMOLITION.
- LENGTHS OF STUDS SHALL BE IN INCREMENTS OF 1". MAXIMUM PERMISSIBLE LENGTH OF STUDS IS 8". IF THE STUD LENGTH REQUIRED IS IN EXCESS OF 8", THE REQUIRED LENGTH MAY BE OBTAINED BY STACKING.
- ACTUAL LENGTHS OR QUANTITIES OF STUDS WILL NOT BE GIVEN ON THE PLANS BUT SHALL BE DETERMINED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS SHOWN IN THE DETAILS.
- REFER TO DRAWING NO. S-38 FOR DETAILS OF SHEAR STUDS AT SCUPPER.



SHALLOW HAUNCH (< 4") PLAN DEEP HAUNCH (4"-6")

SHEAR CONNECTOR DETAILS

SCALE: 1" = 1'-0"



LINK SLAB REINFORCEMENT DETAIL - TRANSVERSE SECTION

SCALE: 3/4" = 1'-0"

REPLACEMENT SHEAR STUD PITCH AT LINK SLAB	
STRINGER	MAX. PITCH OUTSIDE LINK SLAB
S1	4 1/2"
S2	4"
S3	4 1/2"
S4	4 1/2"
S5	4"
S6	4"
S7	4"
S8	4"
S9	4"
S10	4"
S11	4 1/2"
S12	4"

LEGEND:
 EXISTING CONCRETE, WEARING SURFACE AND MEMBRANE WATERPROOFING TO BE REMOVED

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
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Plotted Date: 11/19/2014

DESIGNER/DRAFTER:
A. STUER
 CHECKED BY:
C. D'ANNUNZIO
 SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
 Filename: ...S-13 - Link Slab Details.dgn

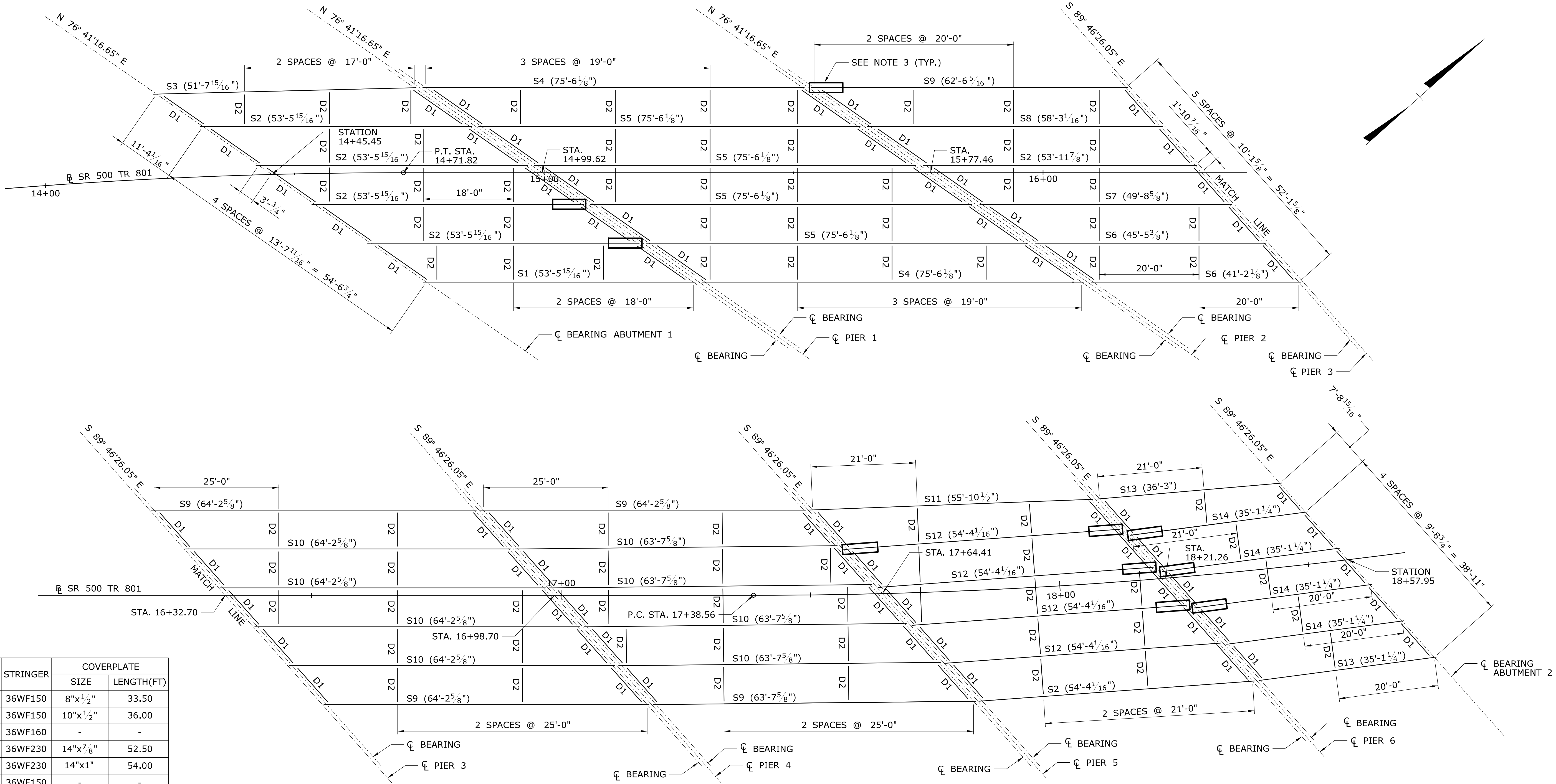
SIGNATURE/
 BLOCK:

 C&C Consulting Engineers, LLC
 214 Lincoln Street
 Boston, MA 02134

PROJECT TITLE:
**REHABILITATION OF BRIDGE
 NO. 02375 SR 500 TR 801
 OVER I-84 EB AND I-84 TR 833**

TOWN:
EAST HARTFORD
 DRAWING TITLE:
LINK SLAB DETAILS

PROJECT NO.
042-305
 DRAWING NO.
S-13
 SHEET NO.
02.04.13



MARK	STRINGER	COVERPLATE	
		SIZE	LENGTH(FT)
S1	36WF150	8"x $\frac{1}{2}$ "	33.50
S2	36WF150	10"x $\frac{1}{2}$ "	36.00
S3	36WF160	-	-
S4	36WF230	14"x $\frac{7}{8}$ "	52.50
S5	36WF230	14"x1"	54.00
S6	36WF150	-	-
S7	36WF150	9"x $\frac{3}{8}$ "	30.00
S8	36WF150	10"x $\frac{7}{8}$ "	42.00
S9	36WF160	10"x1"	46.25
S10	36WF182	10"x1"	45.00
S11	36WF150	8"x $\frac{1}{2}$ "	35.50
S12	36WF150	10"x $\frac{5}{8}$ "	37.00
S13	36WF150	-	-
S14	33WF130	-	-

FRAMING PLAN NOTES:

- D1 = 18 [42.7 (TYPICAL END DIAPHRAGM)
D2 = 15 [33.9 (TYPICAL INTERMEDIATE DIAPHRAGM)
- ALL STEEL BEAM ENDS AND PIER END DIAPHRAGMS SHALL BE CLEANED AND REPAINTED (SEE ITEM 0603729A IN SPECIAL PROVISIONS).
- BOXED LOCATIONS INDICATE AREAS WITH MEASURABLE SECTION LOSS. BASED ON MEASUREMENTS PROVIDED IN THE 2013 IN-DEPTH INSPECTION REPORT, THESE LOSSES MAY REQUIRE STRUCTURAL STEEL REPAIR. AFTER BEAM ENDS HAVE BEEN CLEANED AND PREPARED, THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH SAFE ACCESS TO THESE LOCATIONS, AS WELL AS ANY LOCATIONS NOT INDICATED WHERE SECTION LOSS WAS REVEALED DURING DEMOLITION, TO DETERMINE IF STRUCTURAL STEEL REPAIRS ARE NEEDED (FOR TYPICAL WEB STEEL REPAIR PLATE DETAILS SEE DRAWING NO. S-15).
- ALL NEW STEEL SHALL CONFORM TO AASHTO M270 GRADE 50.

FRAMING PLAN

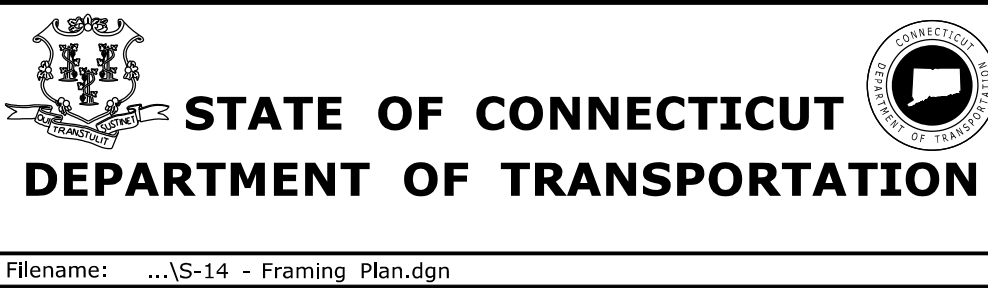
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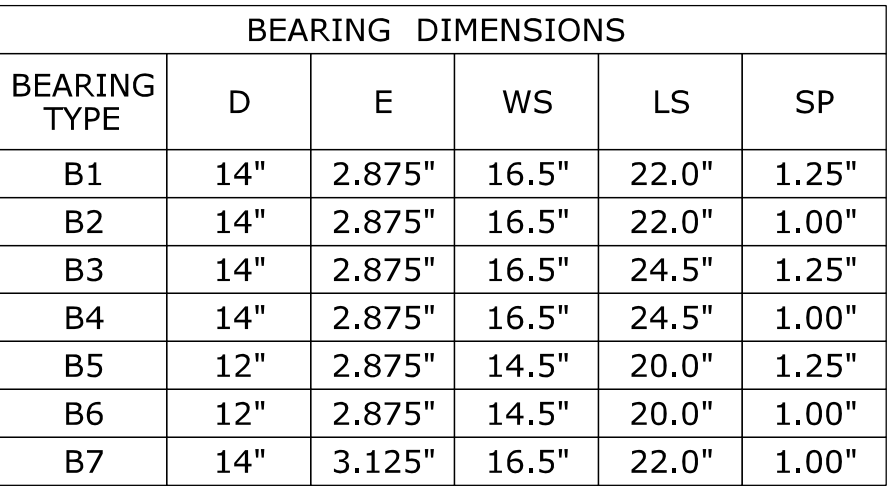
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PROJECT TITLE:
**REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833**

TOWN:
EAST HARTFORD
DRAWING TITLE:
FRAMING PLAN

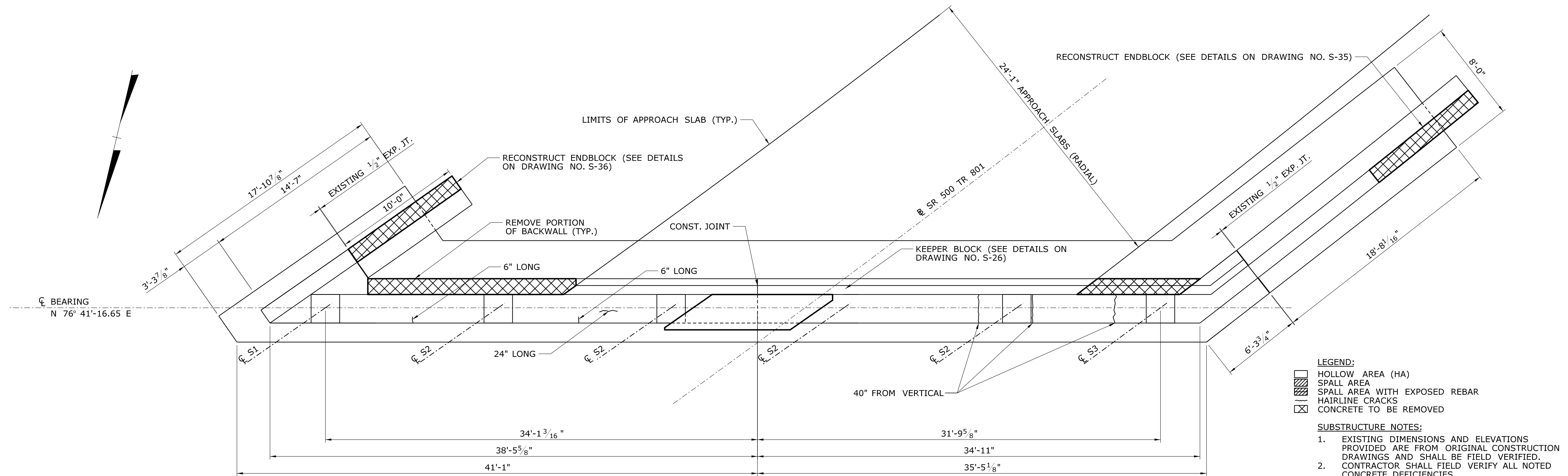
PROJECT NO.
042-305
DRAWING NO.
S-14
SHEET NO.
02.04.14



1. ALL EXISTING BEARINGS ARE TO BE REMOVED AND REPLACED WITH ELASTOMERIC BEARING ASSEMBLIES.
2. THE ELASTOMER SHALL HAVE A HARDNESS OF 60 DUROMETER AND A SHEAR MODULUS WITHIN THE RANGE OF 130 PSI TO 175 PSI.
3. THE STEEL LAMINATE USED IN THE ELASTOMERIC BEARING SHALL CONFORM TO ASTM A101 GRADE 36.
4. STEEL SOLE PLATE SHALL CONFORM TO AASHTO M270 GRADE 36 AND SHALL BE HOT-DIP GALVANIZED.
5. SOLE PLATES SHALL BE BEVELED TO ACCOMMODATE ROADWAY SLOPE.
6. THE FOLLOWING BEARINGS MAY REQUIRE THE CONCRETE SEAT TO BE BUSH HAMMERED SO THAT THE BOTTOM OF THE BOTTOM FLANGE ELEVATION IS MAINTAINED:
 - B2 FOR 0.75" DEEP
 - B4 FOR 0.75" DEEP
 - B6 FOR 0.75" DEEP
 - B7 FOR 1.00" DEEP
- THE BUSH HAMMERING SHALL BE FOR THE DIAMETER OF THE ELASTOMERIC BEARING PAD PLUS 1 INCH. CONTRACTOR SHALL FIELD VERIFY THE EXISTING BEARING HEIGHTS TO DETERMINE IF THEY ARE 3.875". IF THE HEIGHT IS OTHER THAN 3.875", THE ENGINEER SHALL BE NOTIFIED.
7. ELASTOMERIC BEARINGS SHALL BE INSTALLED AT AN AMBIENT TEMPERATURE BETWEEN 40° F AND 85° F.
8. ALL BOLTS SHALL HAVE A MINIMUM 1" CLEAR TO ELASTOMERIC BEARING PAD.
9. PROPOSED CENTERLINE OF BEARING MAY VARY FROM THE EXISTING CENTERLINE OF BEARING.
10. ELASTOMERIC BEARINGS ARE DESIGNED IN ACCORDANCE WITH AASHTO 14.7.6 METHOD A.
11. WELDING DETAILS, PROCEDURES AND TESTING MEHTODS SHALL CONFORM TO THE ANSI/AASHTO/AWS D1.5-2002 - BRIDGE WELDING CODE, UNLESS OTHERWISE NOTED ON THE PLANS.

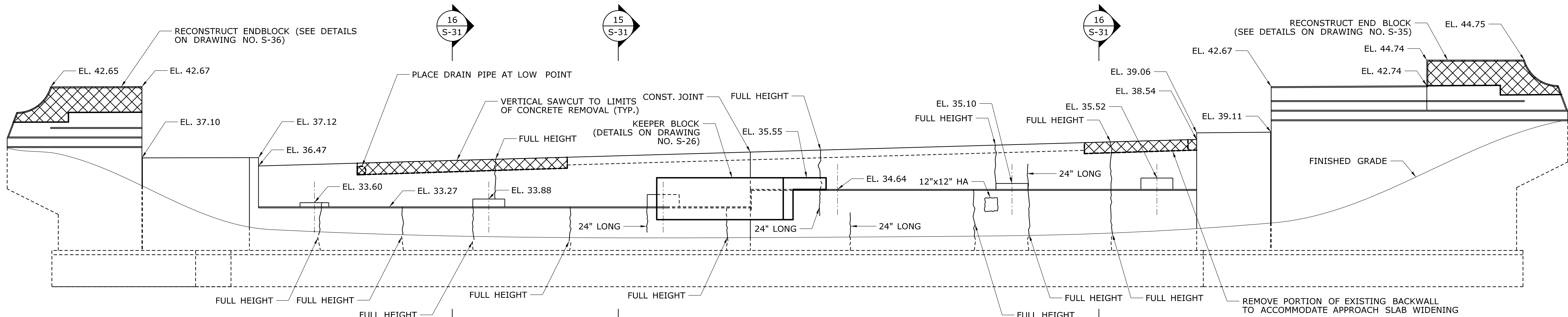
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TOWN:	PROJECT NO.
EAST HARTFORD	042-305
	DRAWING NO.
	S-16
DRAWING TITLE:	SHEET NO.
READING DETAILS	02 04 16





EXISTING ABUTMENT 1 PLAN

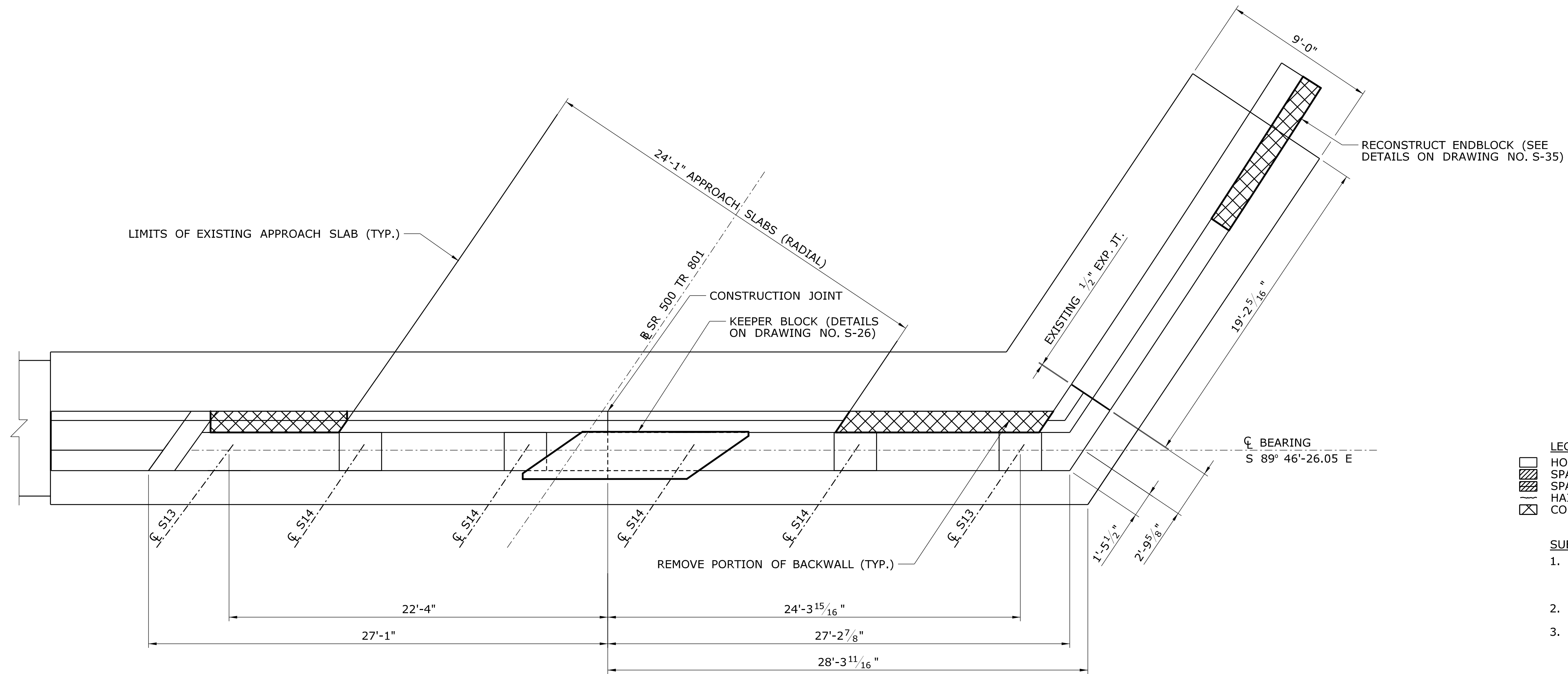
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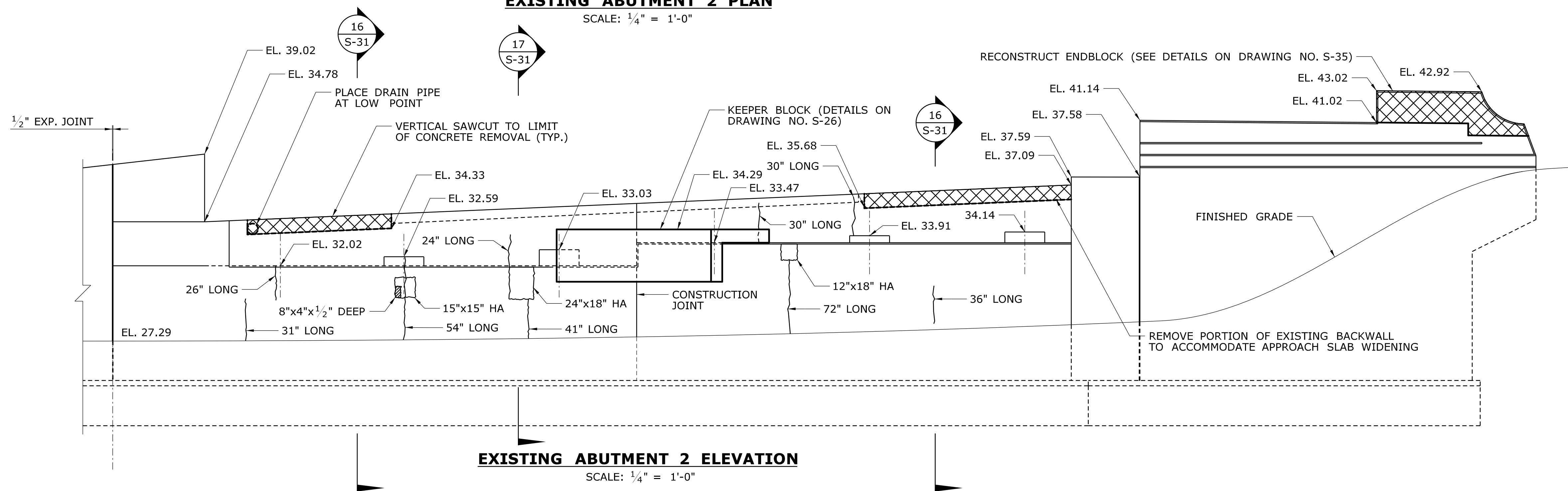
EXISTING ABUTMENT 1 ELEVATION



SCALE: 1/4" = 1'-0"

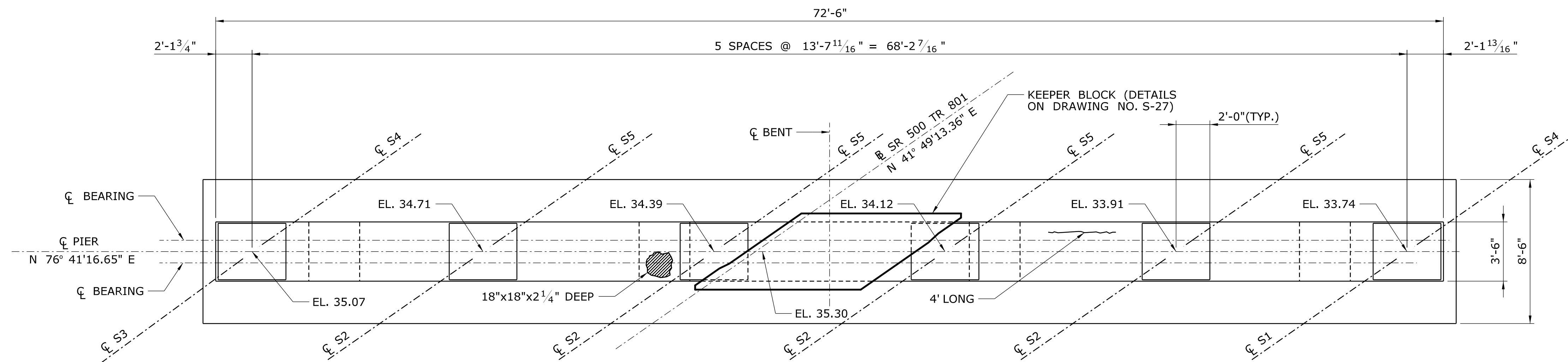
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						CHECKED BY: C. D'ANNUNZIO		DRAWING NO. S-17											
								SCALE AS NOTED										SHEET NO. 02.04.17	
REV. DATE		REVISION DESCRIPTION		SHEET NO.		Plotted Date: 11/19/2014				Filename: ...S-17 - Abutment 1.dgn									



- LEGEND:**
- HOLLOW AREA (HA)
 - SPALL AREA
 - SPALL AREA WITH EXPOSED REBAR
 - HAIRLINE CRACKS
 - CONCRETE TO BE REMOVED
- SUBSTRUCTURE NOTES:**
- EXISTING DIMENSIONS AND ELEVATIONS PROVIDED ARE FROM ORIGINAL CONSTRUCTION DRAWINGS AND SHALL BE FIELD VERIFIED.
 - CONTRACTOR SHALL FIELD VERIFY ALL NOTED CONCRETE DEFICIENCIES.
 - SPALLED AND HOLLOW AREAS SHALL BE REMOVED AND REPAIRED. SEE TYPICAL CONCRETE REPAIR DETAILS ON DRAWING NO. S-25.
 - AREAS OF CRACKING SHALL BE SEALED WITH EPOXY INJECTION CRACK REPAIR AND SHALL BE PAID FOR UNDER ITEM "EPOXY INJECTION CRACK REPAIR".



				THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: A. STUER CHECKED BY: C. D'ANNUNZIO SCALE AS NOTED		 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION Filename: ...S-18 - Abutment 2.dgn		SIGNATURE/ BLOCK:  C&C Consulting Engineers, LLC 214 Lincoln Street Boston, MA 02134		PROJECT TITLE: REHABILITATION OF BRIDGE NO. 02375 SR 500 TR 801 OVER I-84 EB AND I-84 TR 833		TOWN: EAST HARTFORD DRAWING TITLE: ABUTMENT 2		PROJECT NO. 042-305 DRAWING NO. S-18 SHEET NO. 02.04.18	
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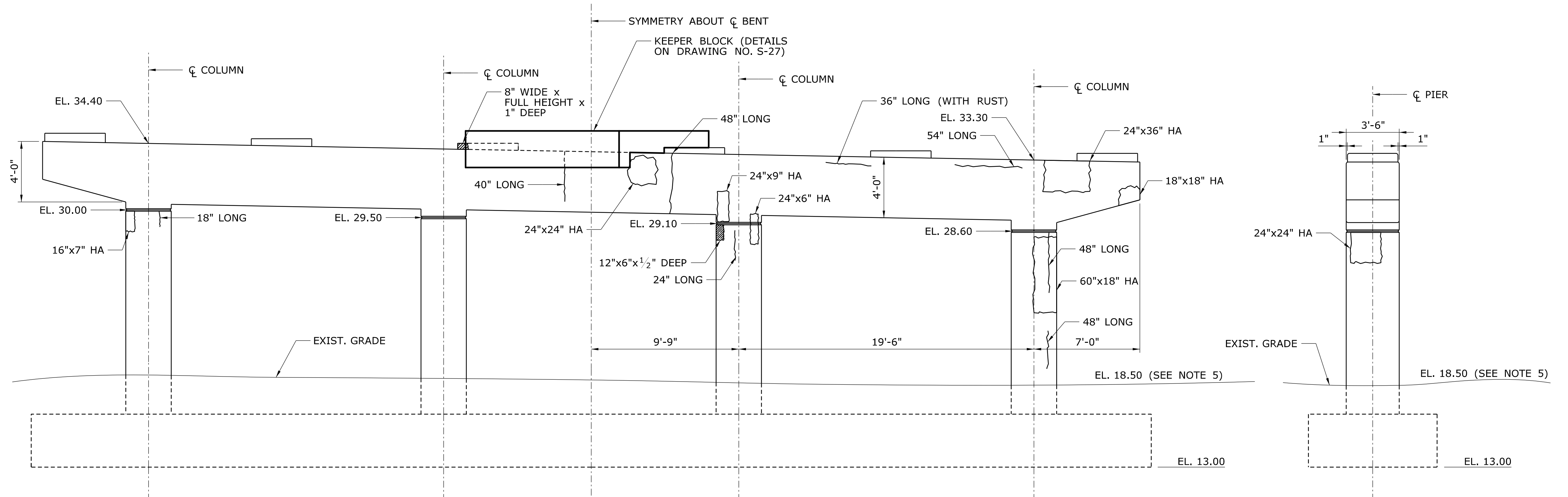


PIER 1 PLAN
SCALE: 1/4" = 1'-0"

LEGEND:
 HOLLOW AREA (HA)
 SPALL AREA
 SPALL AREA WITH EXPOSED REBAR
 HAIRLINE CRACKS

SUBSTRUCTURE NOTES:

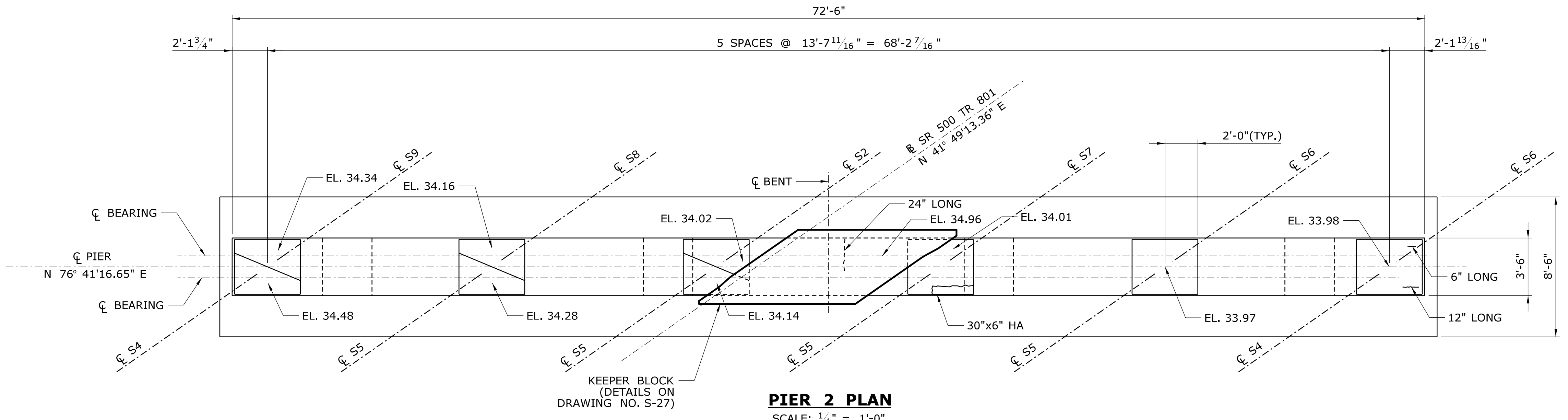
- EXISTING DIMENSIONS AND ELEVATIONS PROVIDED ARE FROM ORIGINAL CONSTRUCTION DRAWINGS AND SHALL BE FIELD VERIFIED.
- SPALLED AND HOLLOW AREAS SHALL BE REMOVED AND REPAIRED. SEE TYPICAL CONCRETE REPAIR DETAILS ON DRAWING NO. S-25.
- AREAS OF CRACKING SHALL BE SEALED WITH EPOXY INJECTION CRACK REPAIR AND SHALL BE PAID FOR UNDER ITEM "EPOXY INJECTION CRACK REPAIR".
- SOUTH ELEVATION OF PIER SHOWN. NORTH ELEVATION HAS SIMILAR DEFICIENCIES. ENGINEER SHALL VERIFY DEFICIENCIES NOTED ON SOUTH FACE OF PIER PRIOR TO CONCRETE REPAIR OPERATION. ENGINEER SHALL ALSO DETERMINE LOCATIONS REQUIRING CONCRETE REPAIR AND LIMITS OF REPAIR ON NORTH FACE OF PIER PRIOR TO COMMENCEMENT OF CONCRETE REPAIR OPERATION. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE ACCESS TO THE DETERIORATED AREAS.
- EXISTING GROUND ELEVATION IS SCALED FROM THE BRIDGE ELEVATION PROVIDED IN ORIGINAL CONSTRUCTION DRAWINGS PROJECT NO. 042-135 AND IS APPROXIMATE.



PIER 1 ELEVATION - LOOKING NORTH
SCALE: 1/4" = 1'-0"

EAST END ELEVATION
SCALE: 1/4" = 1'-0"

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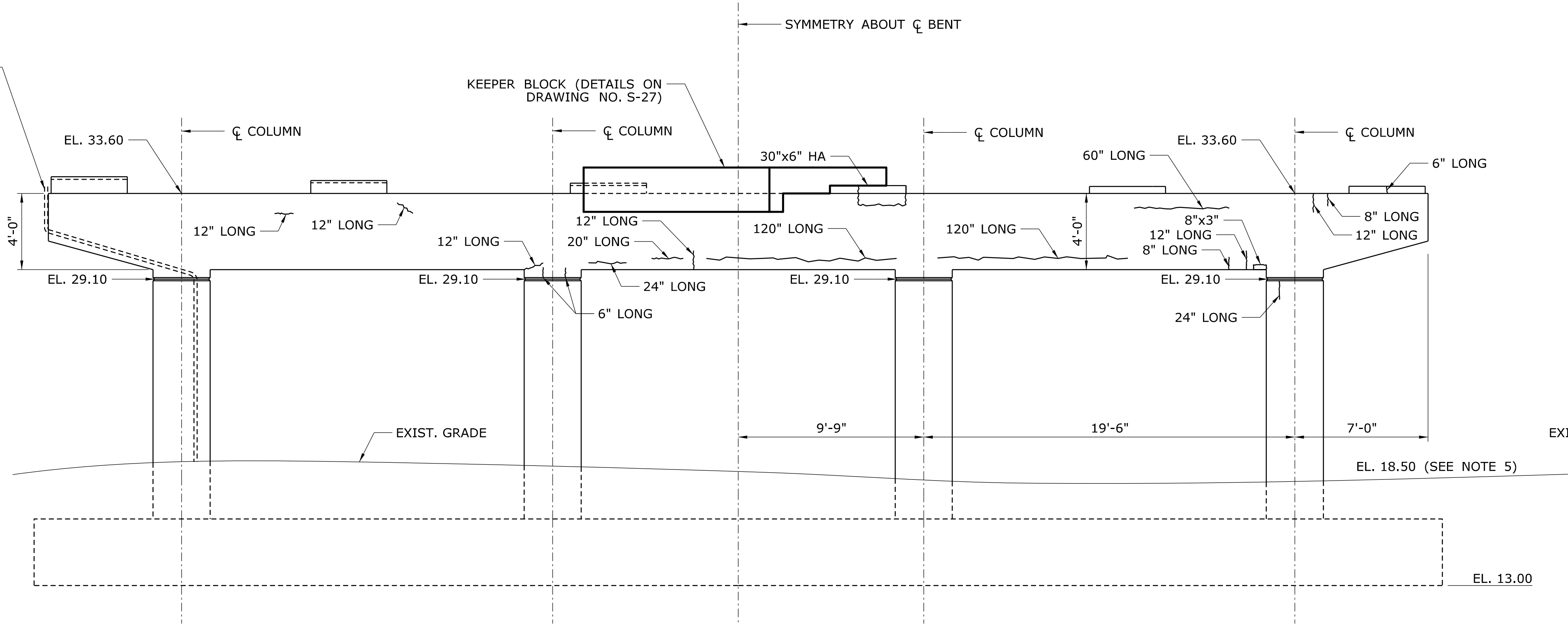
PIER 2 PLAN
SCALE: 1/4" = 1'-0"

LEGEND:

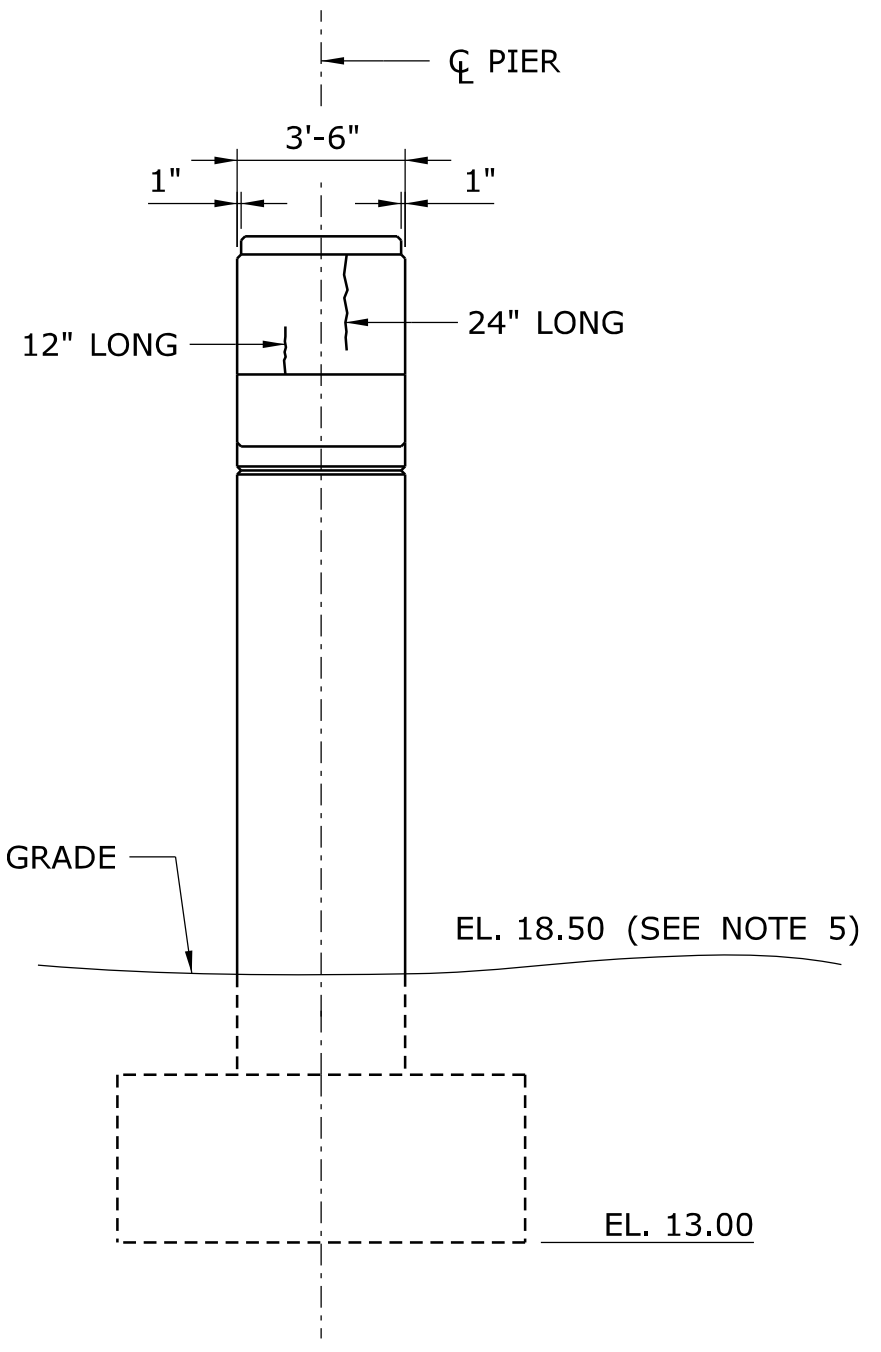
- HOLLOW AREA (HA)
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- HAIRLINE CRACKS

SUBSTRUCTURE NOTES:



- EXISTING DIMENSIONS AND ELEVATIONS PROVIDED ARE FROM ORIGINAL CONSTRUCTION DRAWINGS AND SHALL BE FIELD VERIFIED.
- SPALLED AND HOLLOW AREAS SHALL BE REMOVED AND REPAIRED. SEE TYPICAL CONCRETE REPAIR DETAILS ON DRAWING NO. S-25.
- AREAS OF CRACKING SHALL BE SEALED WITH EPOXY INJECTION CRACK REPAIR AND SHALL BE PAID FOR UNDER ITEM "EPOXY INJECTION CRACK REPAIR".
- SOUTH ELEVATION OF PIER SHOWN. NORTH ELEVATION HAS SIMILAR DEFICIENCIES. ENGINEER SHALL VERIFY DEFICIENCIES NOTED ON SOUTH FACE OF PIER PRIOR TO CONCRETE REPAIR OPERATION. ENGINEER SHALL ALSO DETERMINE LOCATIONS REQUIRING CONCRETE REPAIR AND LIMITS OF REPAIR ON NORTH FACE OF PIER PRIOR TO COMMENCEMENT OF CONCRETE REPAIR OPERATION. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE ACCESS TO THE DETERIORATED AREAS.
- EXISTING GROUND ELEVATION IS SCALED FROM THE BRIDGE ELEVATION PROVIDED IN ORIGINAL CONSTRUCTION DRAWINGS PROJECT NO. 042-135 AND IS APPROXIMATE.

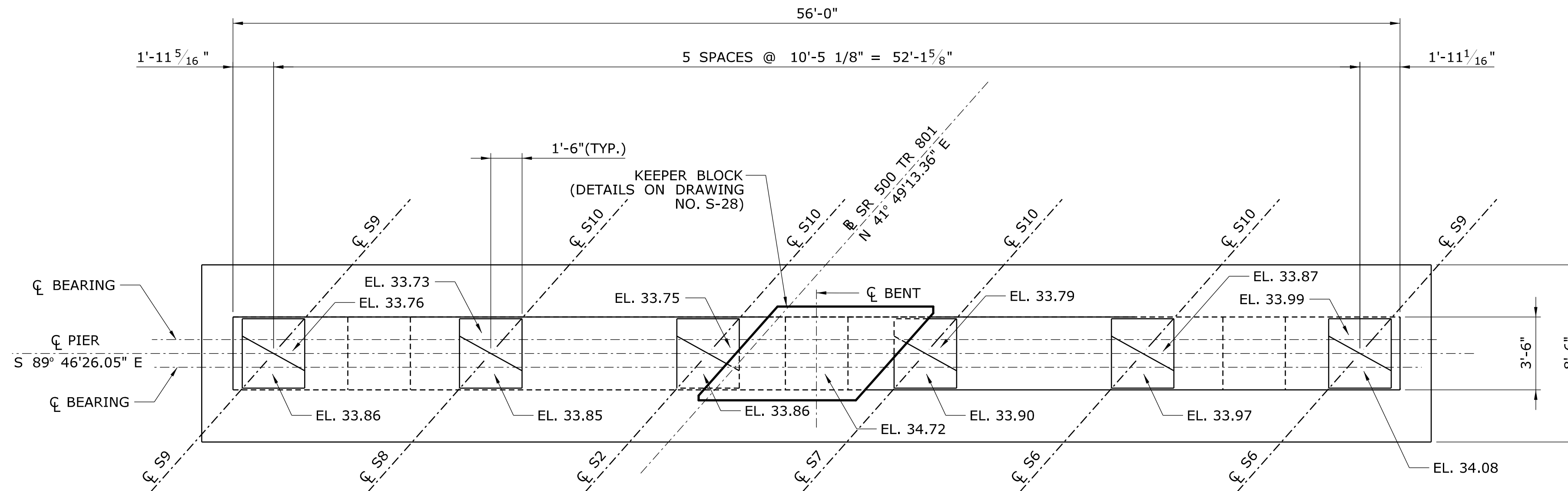


PIER 2 ELEVATION - LOOKING NORTH
SCALE: 1/4" = 1'-0"



EAST END ELEVATION
SCALE: 1/4" = 1'-0"

				DESIGNER/DRAFTER: A. STUER		 STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION		SIGNATURE/ BLOCK:  C&C Consulting Engineers, LLC 214 Lincoln Street Boston, MA 02134		PROJECT TITLE: REHABILITATION OF BRIDGE NO. 02375 SR 500 TR 801 OVER I-84 EB AND I-84 TR 833		TOWN: EAST HARTFORD		PROJECT NO. 042-305	
				CHECKED BY: C. D'ANNUNZIO										DRAWING NO. S-20	
				SCALE AS NOTED										SHEET NO. 02.04.20	
REV. DATE		REVISION DESCRIPTION		SHEET NO.		Plotted Date: 11/19/2014									
												</			

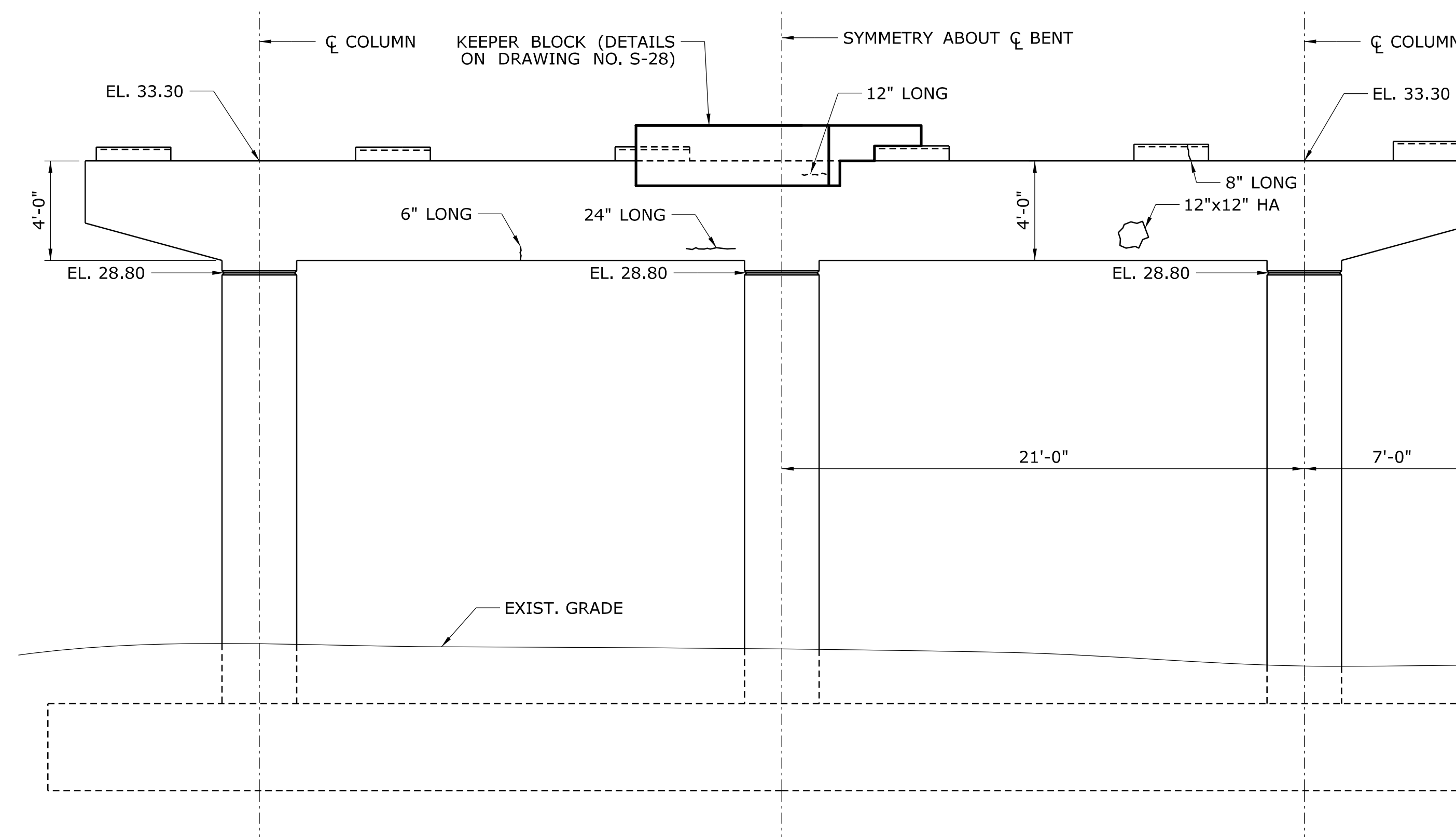


PIER 3 PLAN
SCALE: 1/4" = 1'-0"

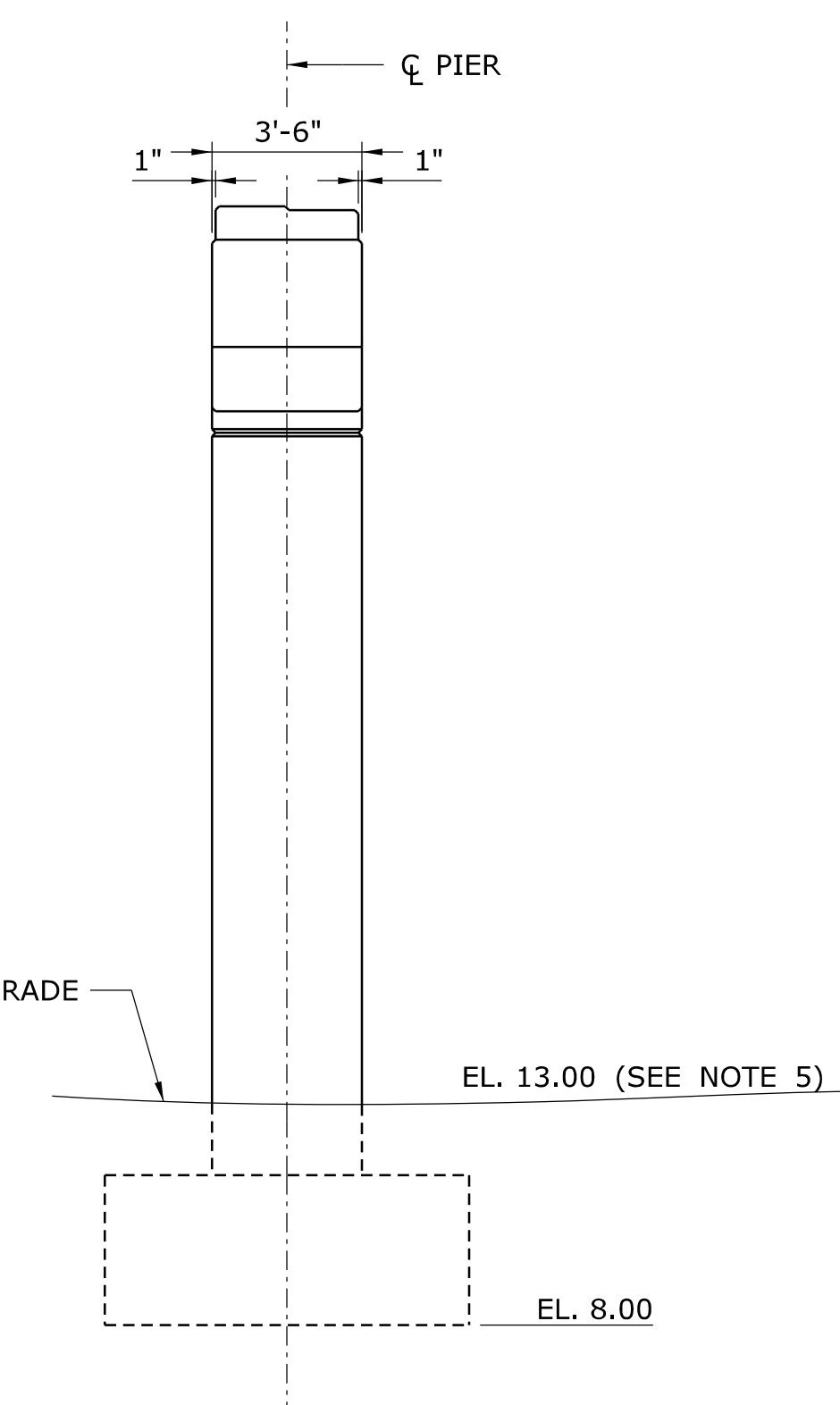
- LEGEND:**
- HOLLOW AREA (HA)
 - SPALL AREA
 - SPALL AREA WITH EXPOSED REBAR
 - HAIRLINE CRACKS

SUBSTRUCTURE NOTES:




- EXISTING DIMENSIONS AND ELEVATIONS PROVIDED ARE FROM ORIGINAL CONSTRUCTION DRAWINGS AND SHALL BE FIELD VERIFIED.
- SPALLED AND HOLLOW AREAS SHALL BE REMOVED AND REPAIRED. SEE TYPICAL CONCRETE REPAIR DETAILS ON DRAWING NO. S-25.
- AREAS OF CRACKING SHALL BE SEALED WITH EPOXY INJECTION CRACK REPAIR AND SHALL BE PAID FOR UNDER ITEM "EPOXY INJECTION CRACK REPAIR".
- SOUTH ELEVATION OF PIER SHOWN. NORTH ELEVATION HAS SIMILAR DEFICIENCIES. ENGINEER SHALL VERIFY DEFICIENCIES NOTED ON SOUTH FACE OF PIER PRIOR TO CONCRETE REPAIR OPERATION. ENGINEER SHALL ALSO DETERMINE LOCATIONS REQUIRING CONCRETE REPAIR AND LIMITS OF REPAIR ON NORTH FACE OF PIER PRIOR TO COMMENCEMENT OF CONCRETE REPAIR OPERATION. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE ACCESS TO THE DETERIORATED AREAS.
- EXISTING GROUND ELEVATION IS SCALED FROM THE BRIDGE ELEVATION PROVIDED IN ORIGINAL CONSTRUCTION DRAWINGS PROJECT NO. 042-135 AND IS APPROXIMATE.

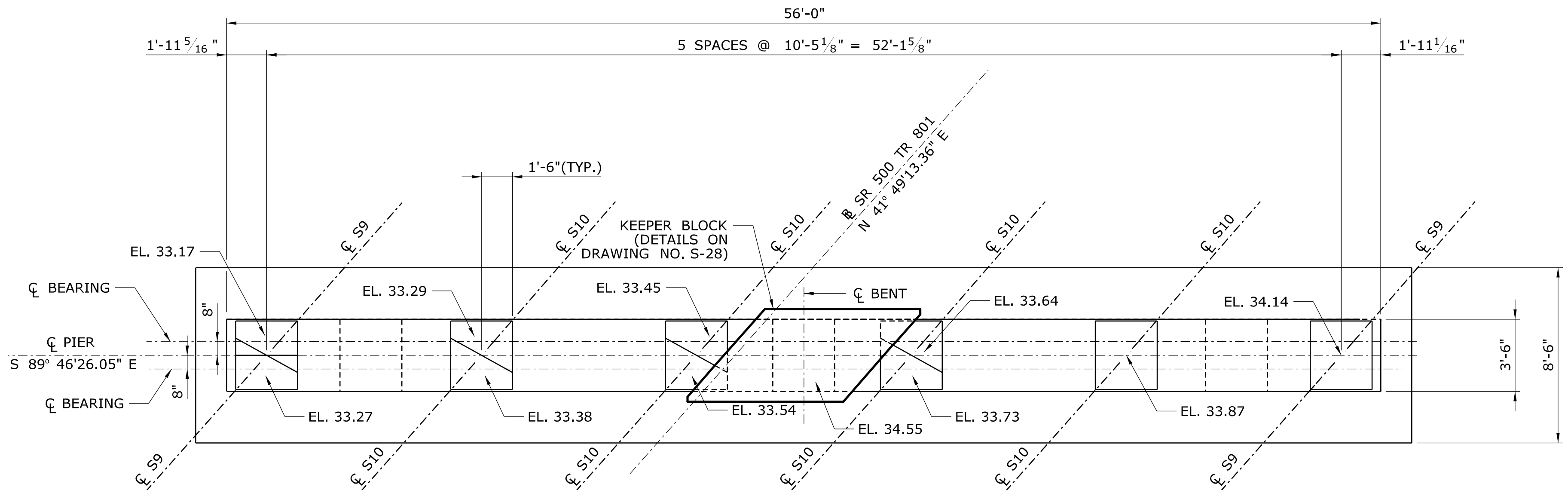


PIER 3 ELEVATION - LOOKING NORTH
SCALE: 1/4" = 1'-0"



EAST END ELEVATION
SCALE: 1/4" = 1'-0"

				THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: A. STUER CHECKED BY: C. D'ANNUNZIO SCALE AS NOTED		<div>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</div> <div>Filename: ...\\FDP Drawings\\S-21 - Pier 3.dgn</div>		SIGNATURE/ BLOCK: <div> C&C Consulting Engineers, LLC 214 Lincoln Street Boston, MA 02134</div>		PROJECT TITLE: REHABILITATION OF BRIDGE NO.02375 SR 500 TR 801 OVER I-84 EB AND I-84 TR 833		TOWN: EAST HARTFORD DRAWING TITLE: PIER 3		PROJECT NO. 042-305 DRAWING NO. S-21 SHEET NO. 02.04.21	
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PIER 4 PLAN

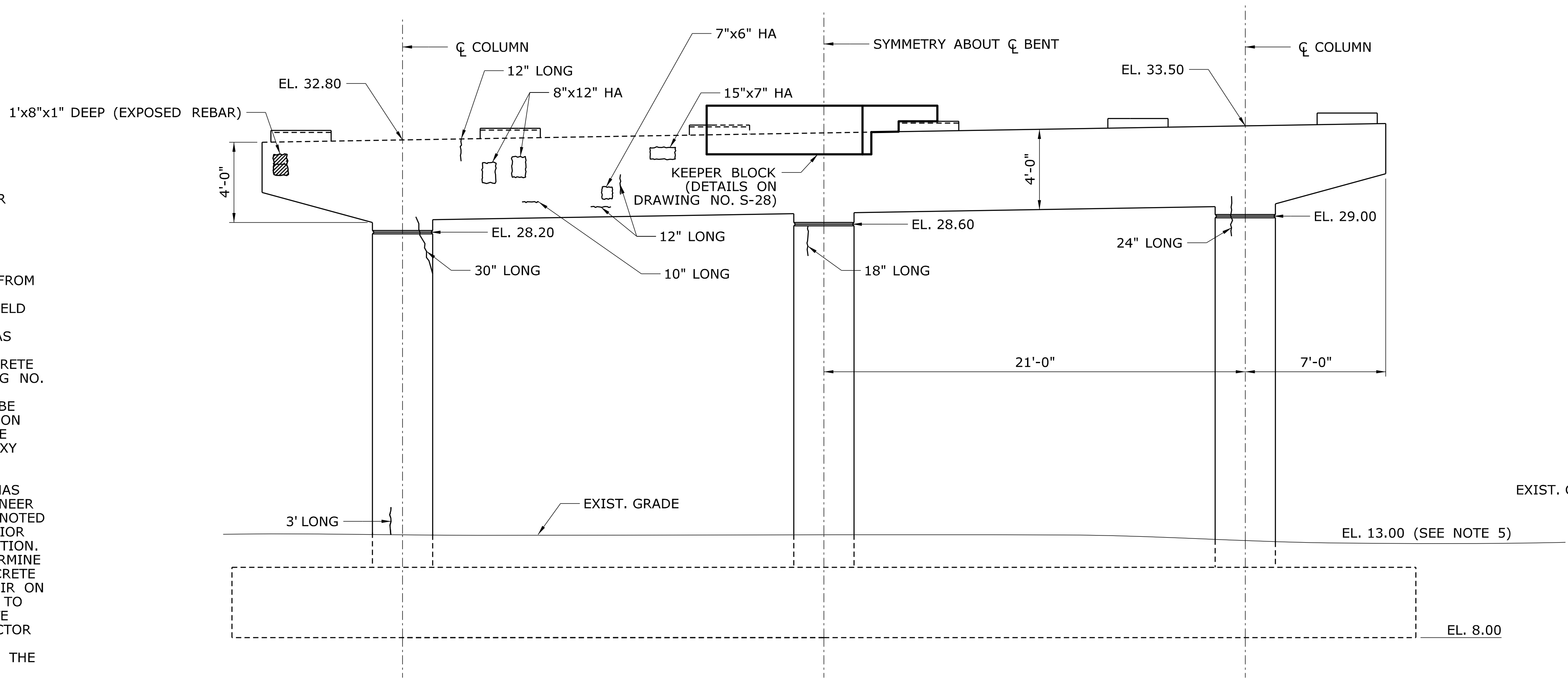
SCALE: 1/4" = 1'-0"

LEGEND:

- HOLLOW AREA (HA)
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- HAIRLINE CRACKS

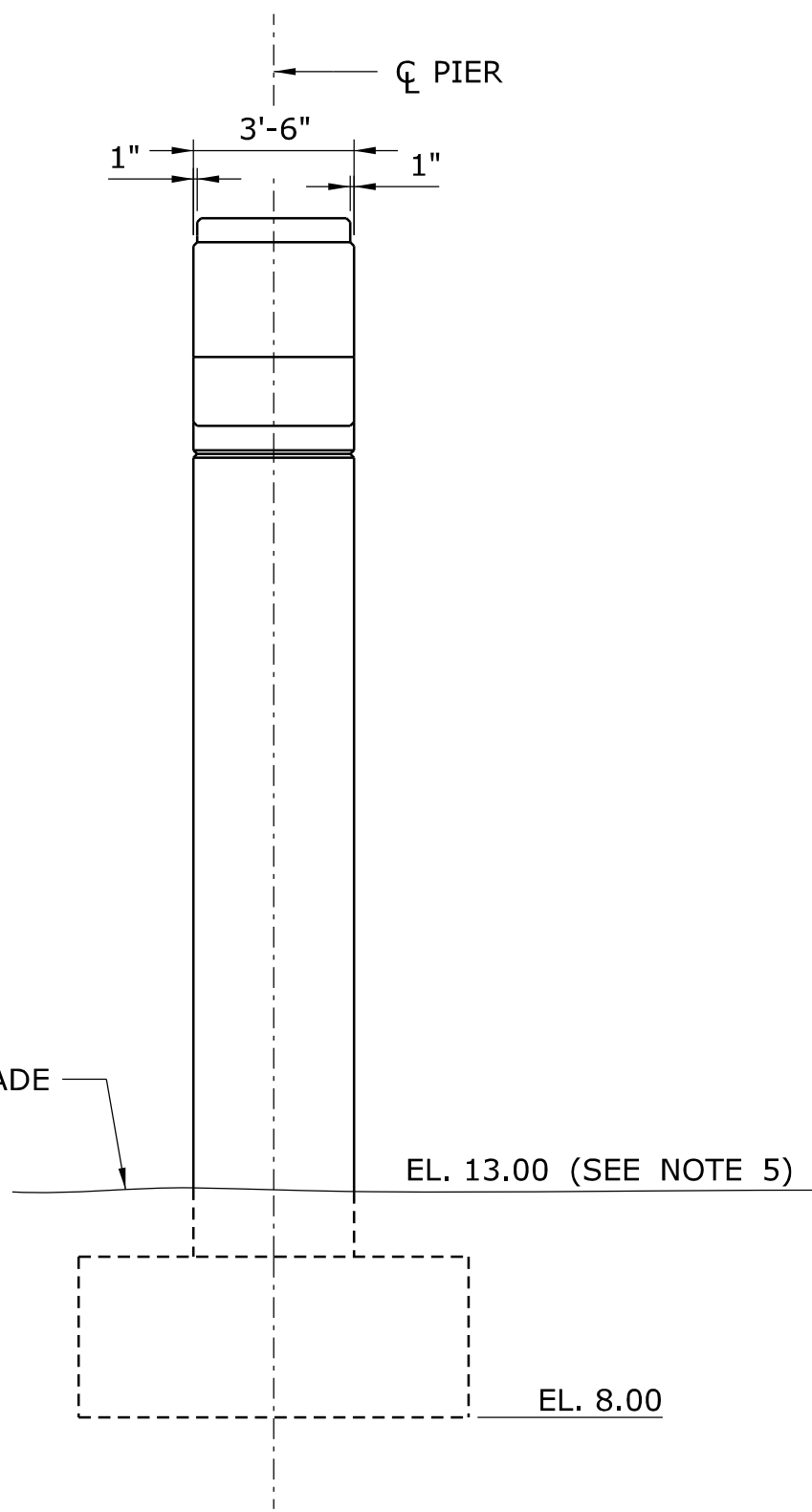
SUBSTRUCTURE NOTES:

- EXISTING DIMENSIONS AND ELEVATIONS PROVIDED ARE FROM ORIGINAL CONSTRUCTION DRAWINGS AND SHALL BE FIELD VERIFIED.
- SPALLED AND HOLLOW AREAS SHALL BE REMOVED AND REPAIRED. SEE TYPICAL CONCRETE REPAIR DETAILS ON DRAWING NO. S-25.
- AREAS OF CRACKING SHALL BE SEALED WITH EPOXY INJECTION CRACK REPAIR AND SHALL BE PAID FOR UNDER ITEM "EPOXY INJECTION CRACK REPAIR".
- SOUTH ELEVATION OF PIER SHOWN. NORTH ELEVATION HAS SIMILAR DEFICIENCIES. ENGINEER SHALL VERIFY DEFICIENCIES NOTED ON SOUTH FACE OF PIER PRIOR TO CONCRETE REPAIR OPERATION. ENGINEER SHALL ALSO DETERMINE LOCATIONS REQUIRING CONCRETE REPAIR AND LIMITS OF REPAIR ON NORTH FACE OF PIER PRIOR TO COMMENCEMENT OF CONCRETE REPAIR OPERATION. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE ACCESS TO THE DETERIORATED AREAS.
- EXISTING GROUND ELEVATION IS SCALED FROM THE BRIDGE ELEVATION PROVIDED IN ORIGINAL CONSTRUCTION DRAWINGS PROJECT NO. 042-135 AND IS APPROXIMATE.



PIER 4 ELEVATION - LOOKING NORTH

SCALE: 1/4" = 1'-0"



EAST END ELEVATION

SCALE: 1/4" = 1'-0"

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THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 11/19/2014

DESIGNER/DRAFTER:

A. STUER

CHECKED BY:

C. D'ANNUNZIO

SCALE AS NOTED



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...FDP Drawings\S-22 - Pier 4.dgn

SIGNATURE/

BLOCK:



C&C Consulting
Engineers, LLC
214 Lincoln Street
Boston, MA 02134

PROJECT TITLE:

REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833

TOWN:

EAST HARTFORD

DRAWING TITLE:

PIER 4

PROJECT NO.

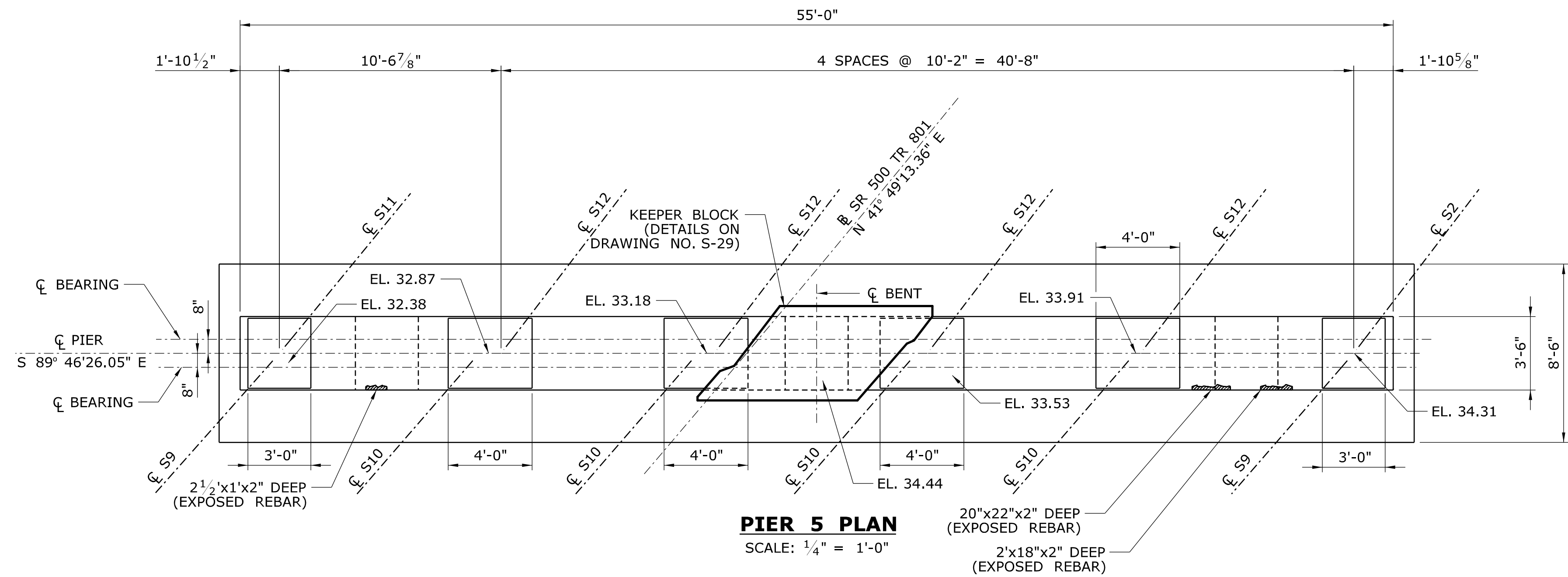
042-305

DRAWING NO.

S-22

SHEET NO.

02.04.22

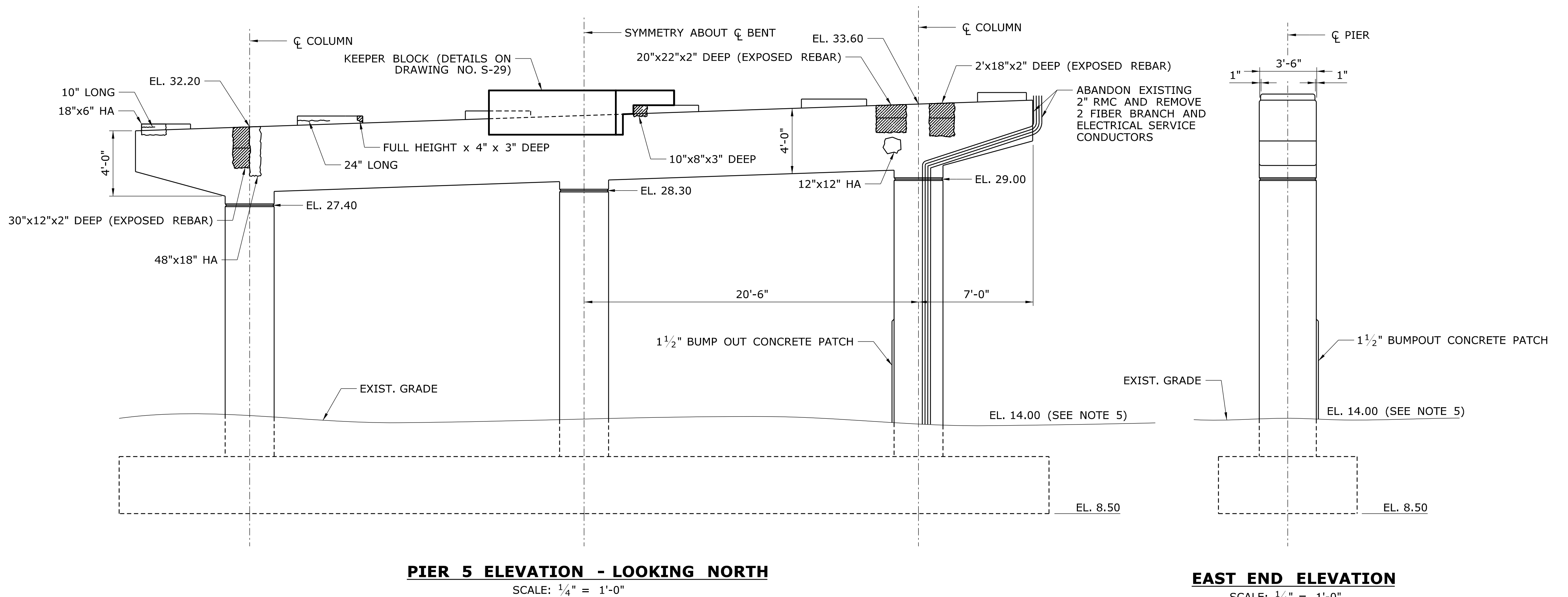


LEGEND:

- HOLLOW AREA (HA)
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- HAIRLINE CRACKS

SUBSTRUCTURE NOTES:

1. EXISTING DIMENSIONS AND ELEVATIONS PROVIDED ARE FROM ORIGINAL CONSTRUCTION DRAWINGS AND SHALL BE FIELD VERIFIED.
2. SPALLED AND HOLLOW AREAS SHALL BE REMOVED AND REPAIRED. SEE TYPICAL CONCRETE REPAIR DETAILS ON DRAWING NO. S-25.
3. AREAS OF CRACKING SHALL BE SEALED WITH EPOXY INJECTION CRACK REPAIR AND SHALL BE PAID FOR UNDER ITEM "EPOXY INJECTION CRACK REPAIR".
4. SOUTH ELEVATION OF PIER SHOWN. NORTH ELEVATION HAS SIMILAR DEFICIENCIES. ENGINEER SHALL VERIFY DEFICIENCIES NOTED ON SOUTH FACE OF PIER PRIOR TO CONCRETE REPAIR OPERATION. ENGINEER SHALL ALSO DETERMINE LOCATIONS REQUIRING CONCRETE REPAIR AND LIMITS OF REPAIR ON NORTH FACE OF PIER PRIOR TO COMMENCEMENT OF CONCRETE REPAIR OPERATION. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE ACCESS TO THE DETERIORATED AREAS.
5. EXISTING GROUND ELEVATION IS SCALED FROM THE BRIDGE ELEVATION PROVIDED IN ORIGINAL CONSTRUCTION DRAWINGS PROJECT NO. 042-135 AND IS APPROXIMATE.



REV.	DATE	REVISION DESCRIPTION	SHEET NO.
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Plotted Date: 11/19/2014

DESIGNER/DRAFTER:
A. STUER

CHECKED BY:
C. D'ANNUNZIO

SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...FDP Drawings\S-23 - Pier 5.dgn

SIGNATURE/
BLOCK:

C&C Consulting Engineers, LLC
214 Lincoln Street
Boston, MA 02134

PROJECT TITLE:
**REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833**

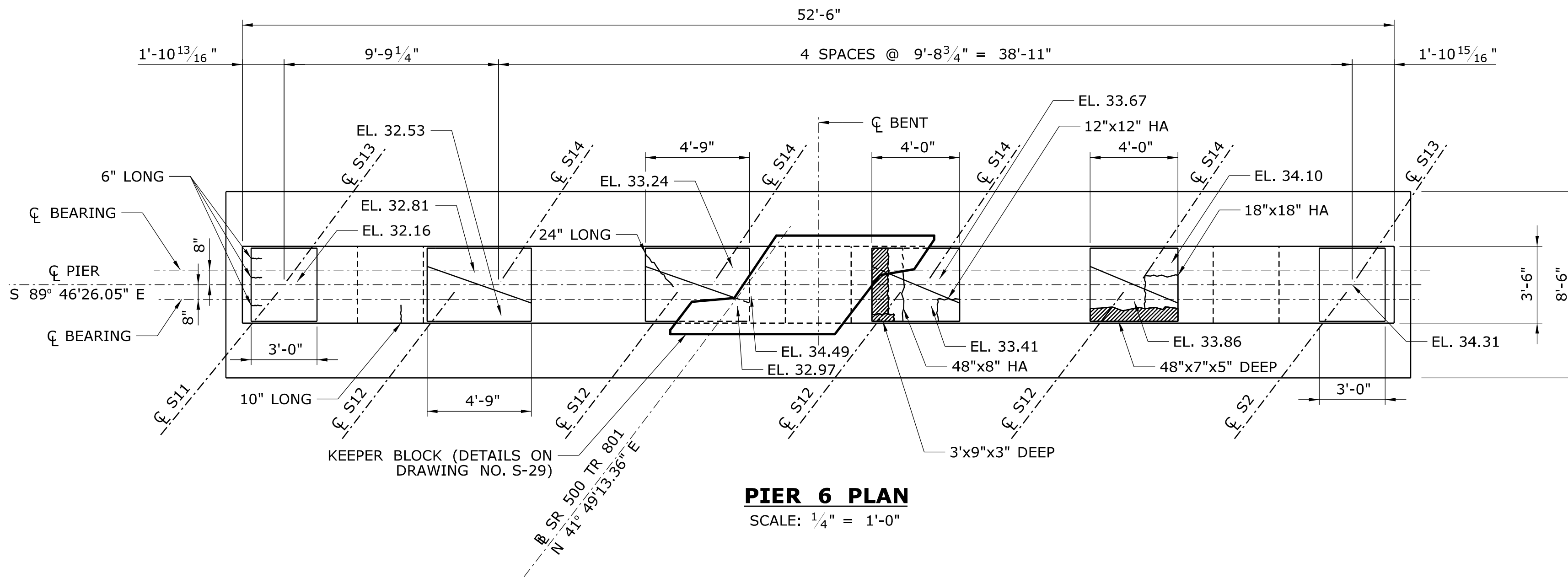
TOWN:
EAST HARTFORD

DRAWING TITLE:
PIER 5

PROJECT NO.
042-305

DRAWING NO.
S-23

SHEET NO.
02.04.23



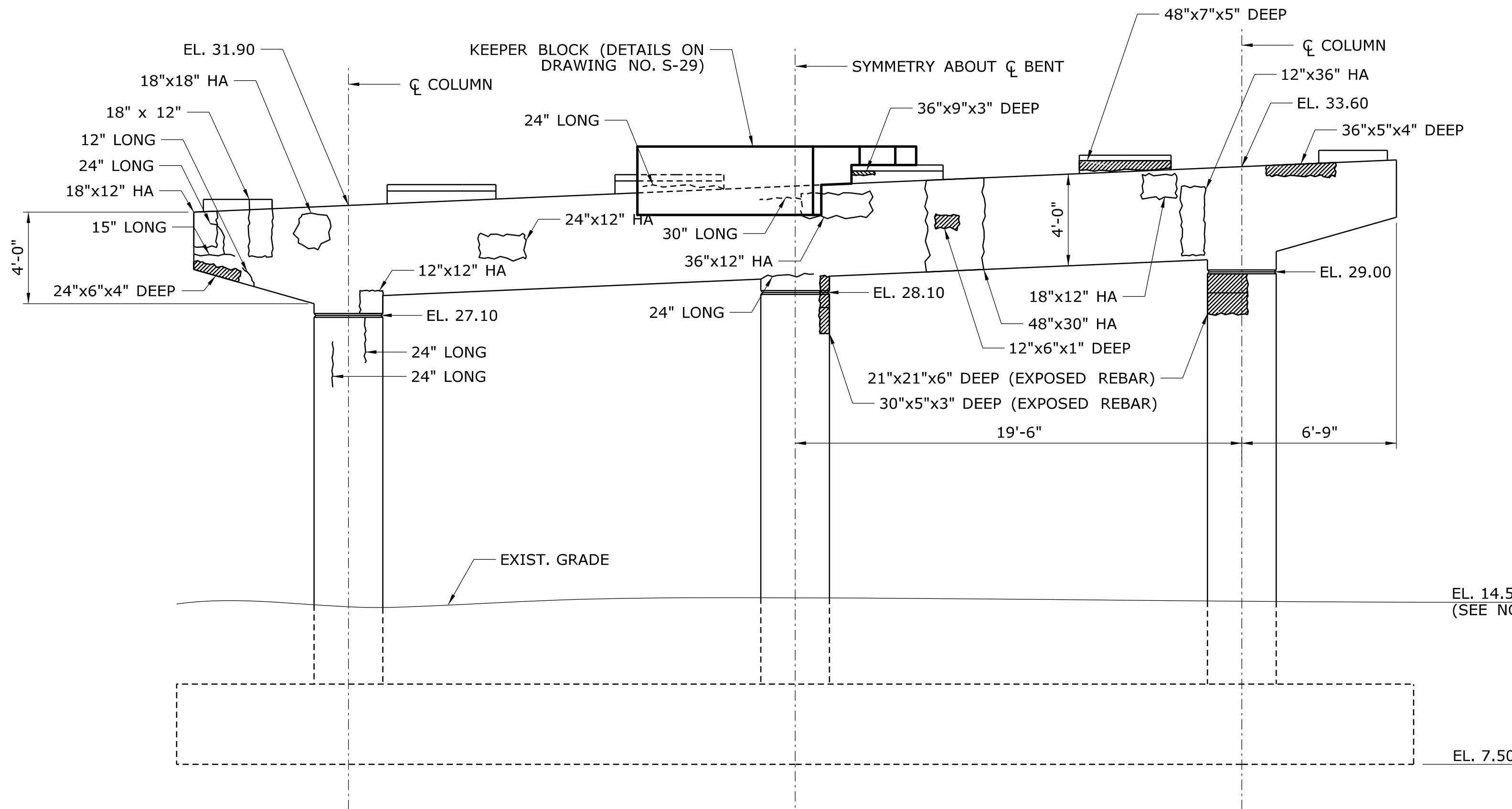
PIER 6 PLAN

SCALE: 1/4" = 1'-0"

- LEGEND:**
- HOLLOW AREA (HA)
 - SPALL AREA
 - SPALL AREA WITH EXPOSED REBAR
 - HAIRLINE CRACKS

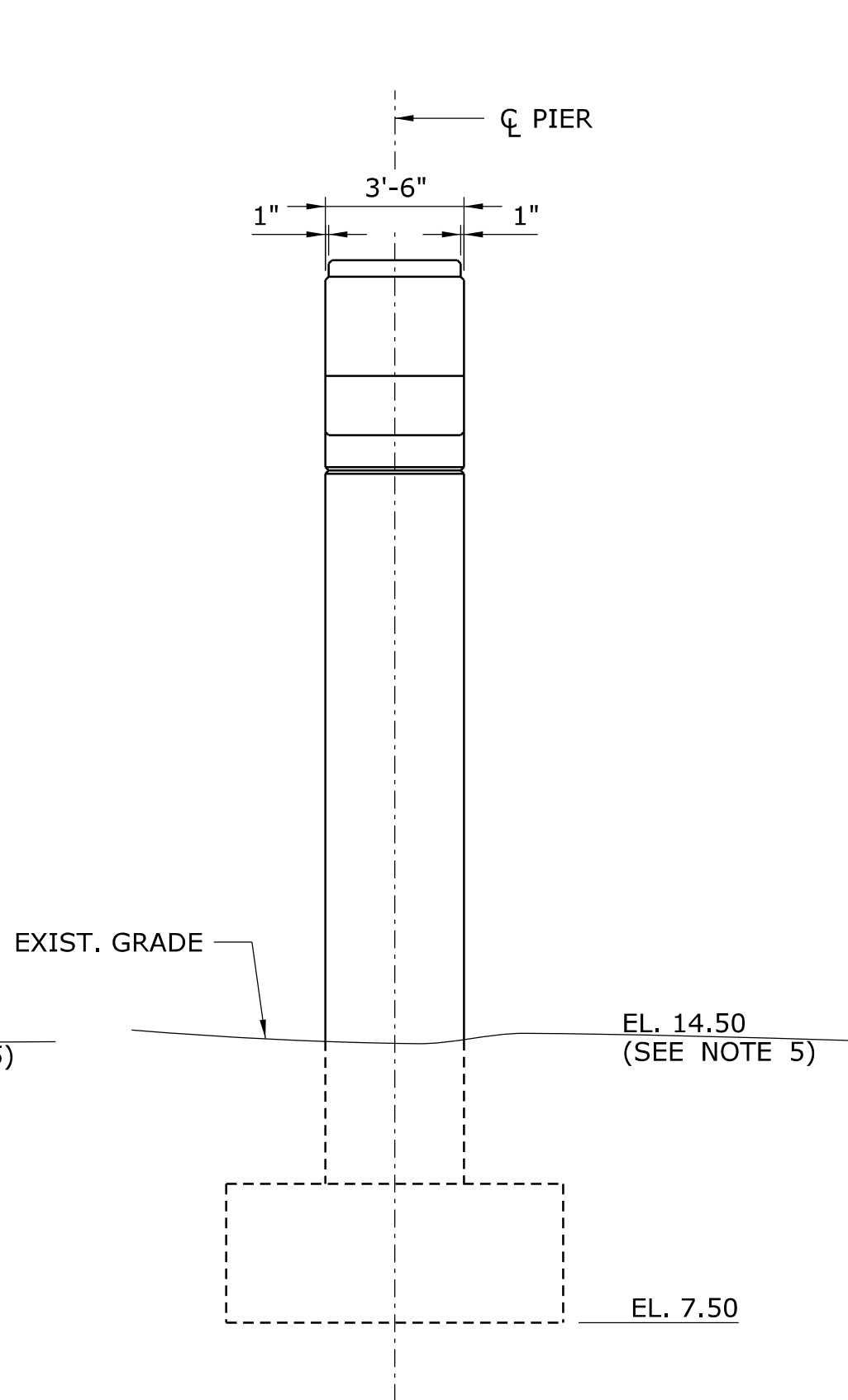
SUBSTRUCTURE NOTES:

- EXISTING DIMENSIONS AND ELEVATIONS PROVIDED ARE FROM ORIGINAL CONSTRUCTION DRAWINGS AND SHALL BE FIELD VERIFIED.
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PIER 6 ELEVATION - LOOKING NORTH

SCALE: 1/4" = 1'-0"



EAST END ELEVATION

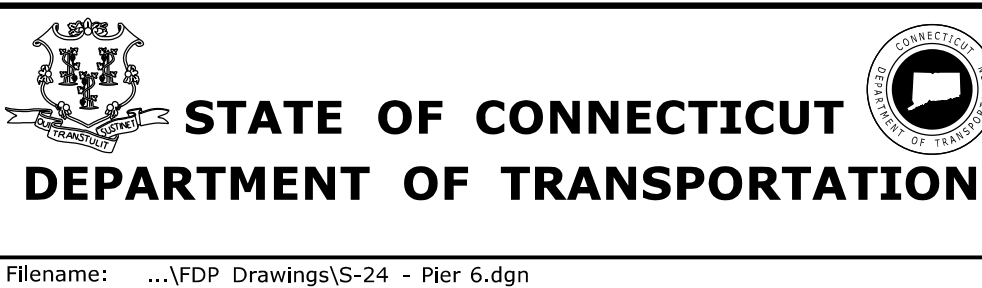
SCALE: 1/4" = 1'-0"

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
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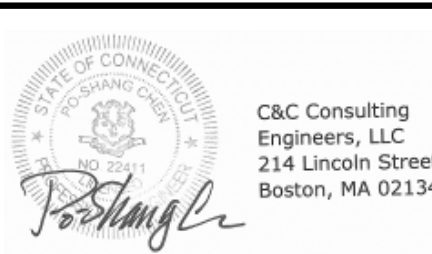
THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 11/19/2014

DESIGNER/DRAFTER:
A. STUER
CHECKED BY:
C. D'ANNUNZIO
SCALE AS NOTED



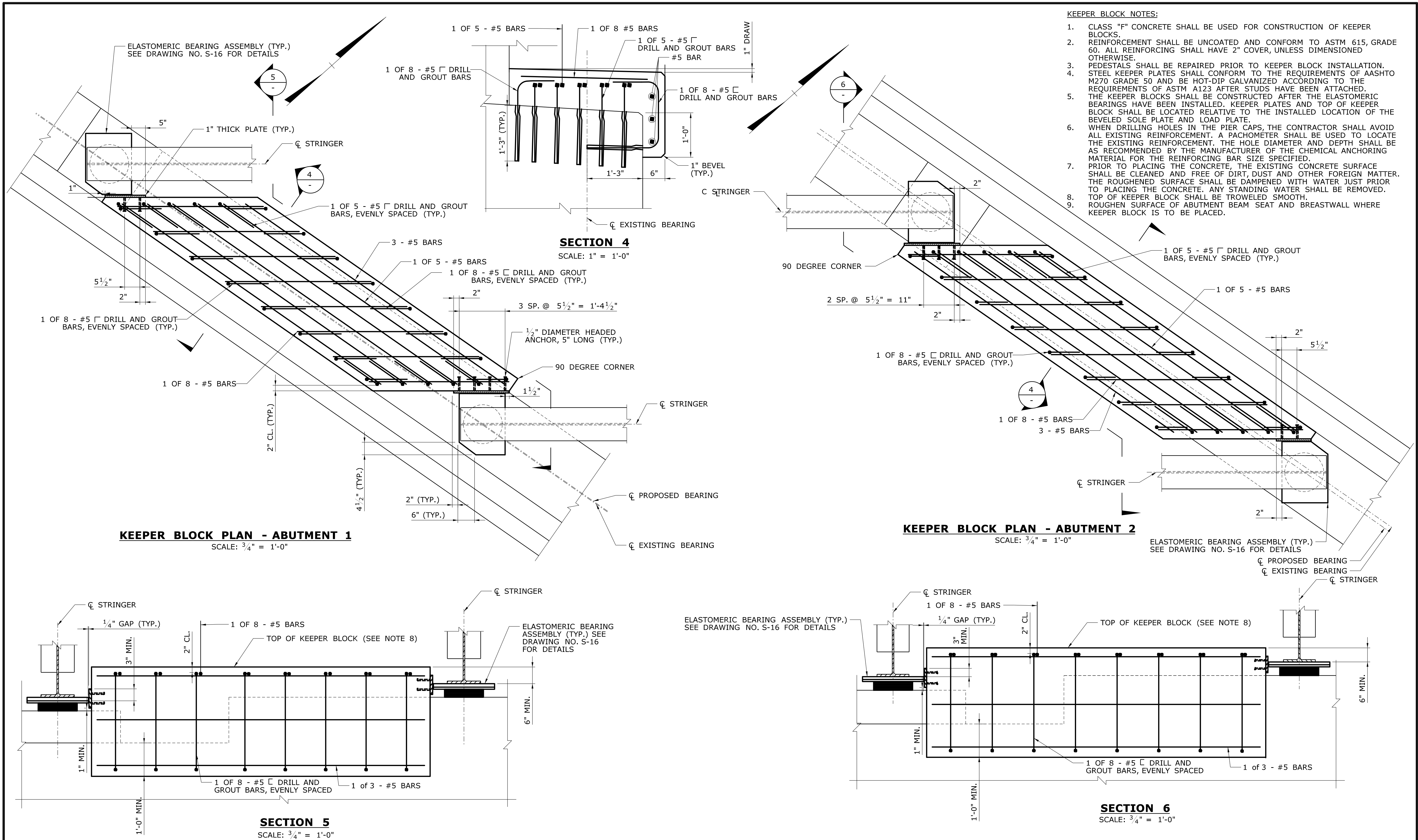
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PROJECT TITLE:
**REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833**

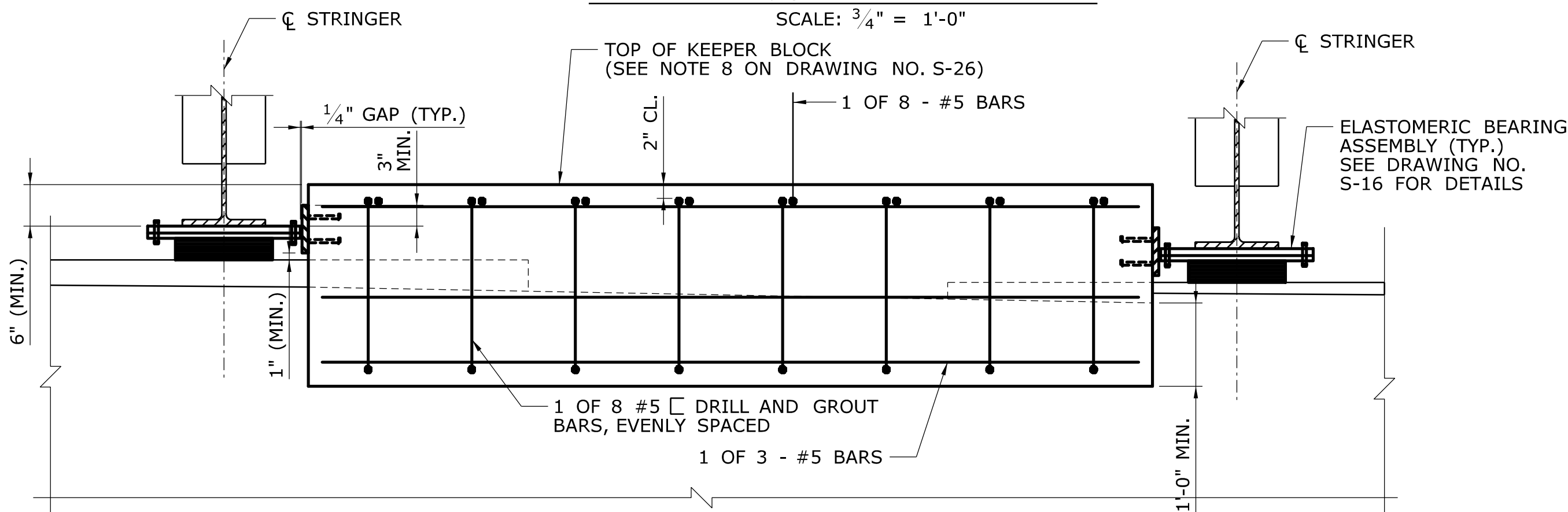
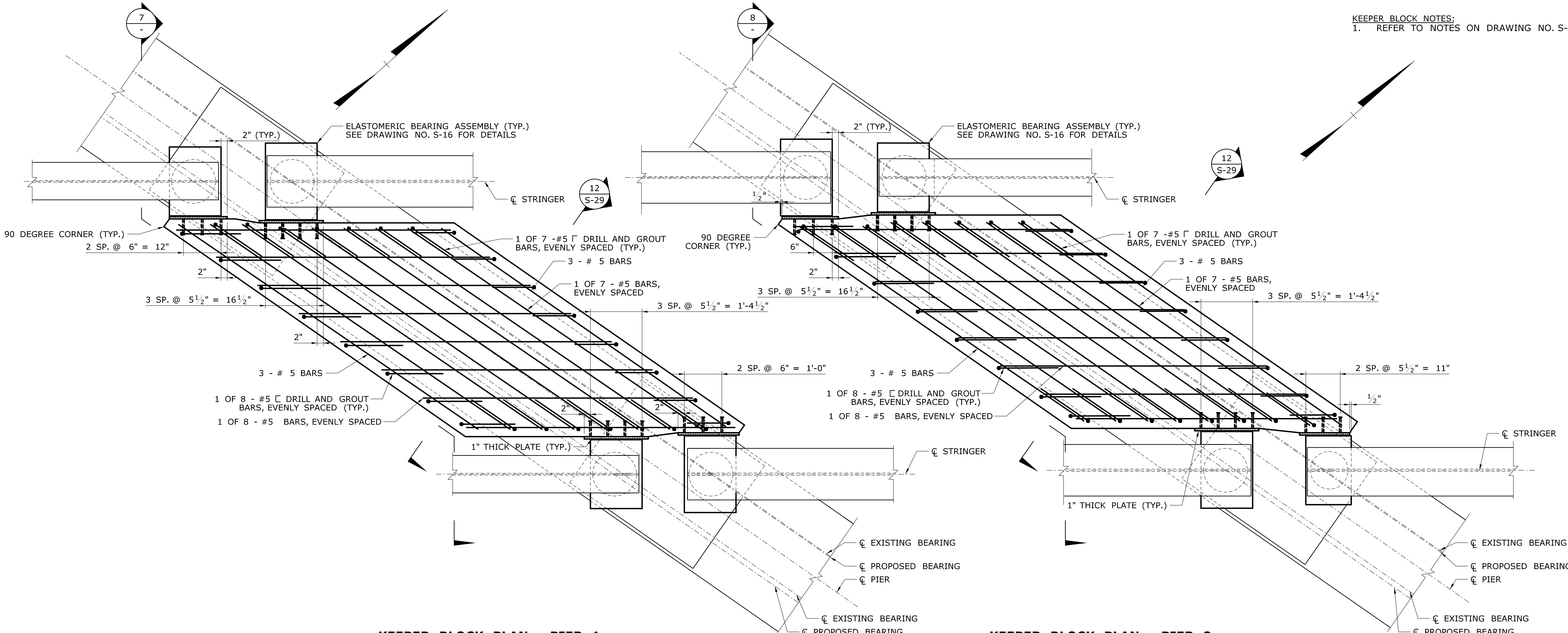
TOWN:
EAST HARTFORD
DRAWING TITLE:
PIER 6

PROJECT NO.
042-305
DRAWING NO.
S-24
SHEET NO.
02.04.24



				THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.		DESIGNER/DRAFTER: A. STUER CHECKED BY: C. D'ANNUNZIO SCALE AS NOTED		<div>STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION</div> <div>Filename: ...S-26 - Keeper Block Details 1.dgn</div>		<div>SIGNATURE/ BLOCK:  C&C Consulting Engineers, LLC 214 Lincoln Street Boston, MA 02134</div>		PROJECT TITLE: REHABILITATION OF BRIDGE NO. 02375 SR 500 TR 801 OVER I-84 EB AND I-84 TR 833		TOWN: EAST HARTFORD DRAWING TITLE: KEEPER BLOCK DETAILS 1		PROJECT NO. 042-305 DRAWING NO. S-26 SHEET NO. 02.04.26	
REV.	DATE	REVISION DESCRIPTION	SHEET NO.	Plotted Date: 11/19/2014													

KEEPER BLOCK NOTES:
1. REFER TO NOTES ON DRAWING NO. S-26.



KEEPER BLOCK PLAN - PIER 1

SCALE: $\frac{3}{4}" = 1'-0"$

TOP OF KEEPER BLOCK
(SEE NOTE 8 ON DRAWING NO. S-26)

1/4" GAP (TYP.)

– \mathbb{Q} STRINGER

ELASTOMERIC BEARING
ASSEMBLY (TYP.)
SEE DRAWING NO.
S-16 FOR DETAILS

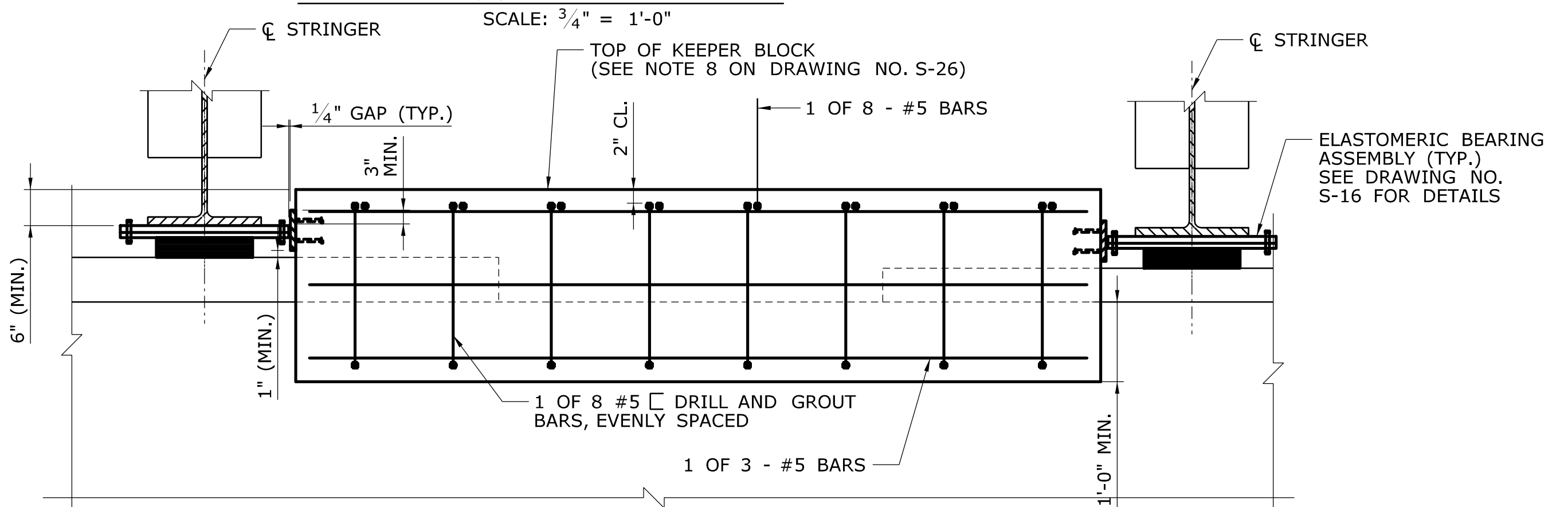
- 1 OF 8 #5 ☐ DRILL AND GROUP
BARS, EVENLY SPACED

1 OF 3 - #5 BARS

-0" MTN

SECTION 7

SCALE: $\frac{3}{4}" = 1'-0"$



KEEPER BLOCK PLAN - PIER 2

SCALE: $\frac{3}{4}" = 1'$

TOP OF KEEPER BLOCK
(SEE NOTE 8 ON DRAWING NO. S-26)

1/4" GAP (TYP.)

2'

1 OF 8 #5 ☐ DRILL AND GROU
BARS, EVENLY SPACED

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Q STRINGER

- ELASTOMERIC BEARING
ASSEMBLY (TYP.)
SEE DRAWING NO.

SECTION 8

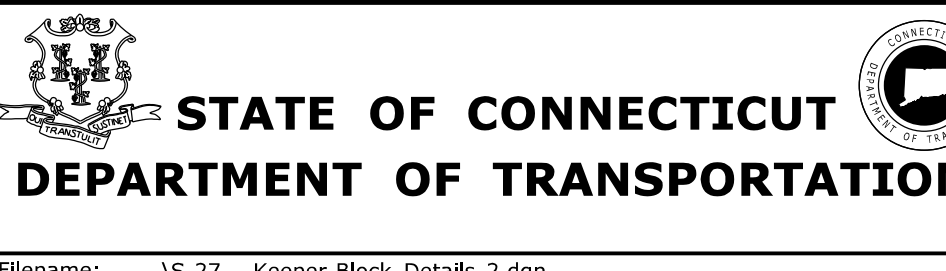
SCALE: $\frac{3}{4}" = 1'-0"$

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| REV. | DATE | REVISION | DESCRIPTION | SHEET NO. | Plotted Date: 11/10/2014 |

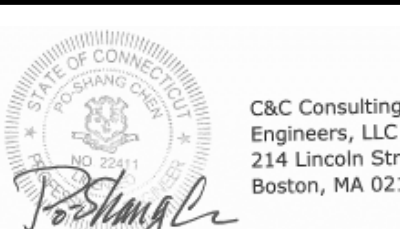
DESIGNER/DRAFTER:
A. STUER

CHECKED BY:
C. D'ANNUNZIO

SCALE AS NOTED



SIGNATURE
BLOCK:



| PROJECT | TITLE |
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| 100 | 100 |

**REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833**

TOWN

EAST HARTFORD

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| DRAWING TITLE |
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KEEPER BLOCK DETAILS 2

PROJECT NO.

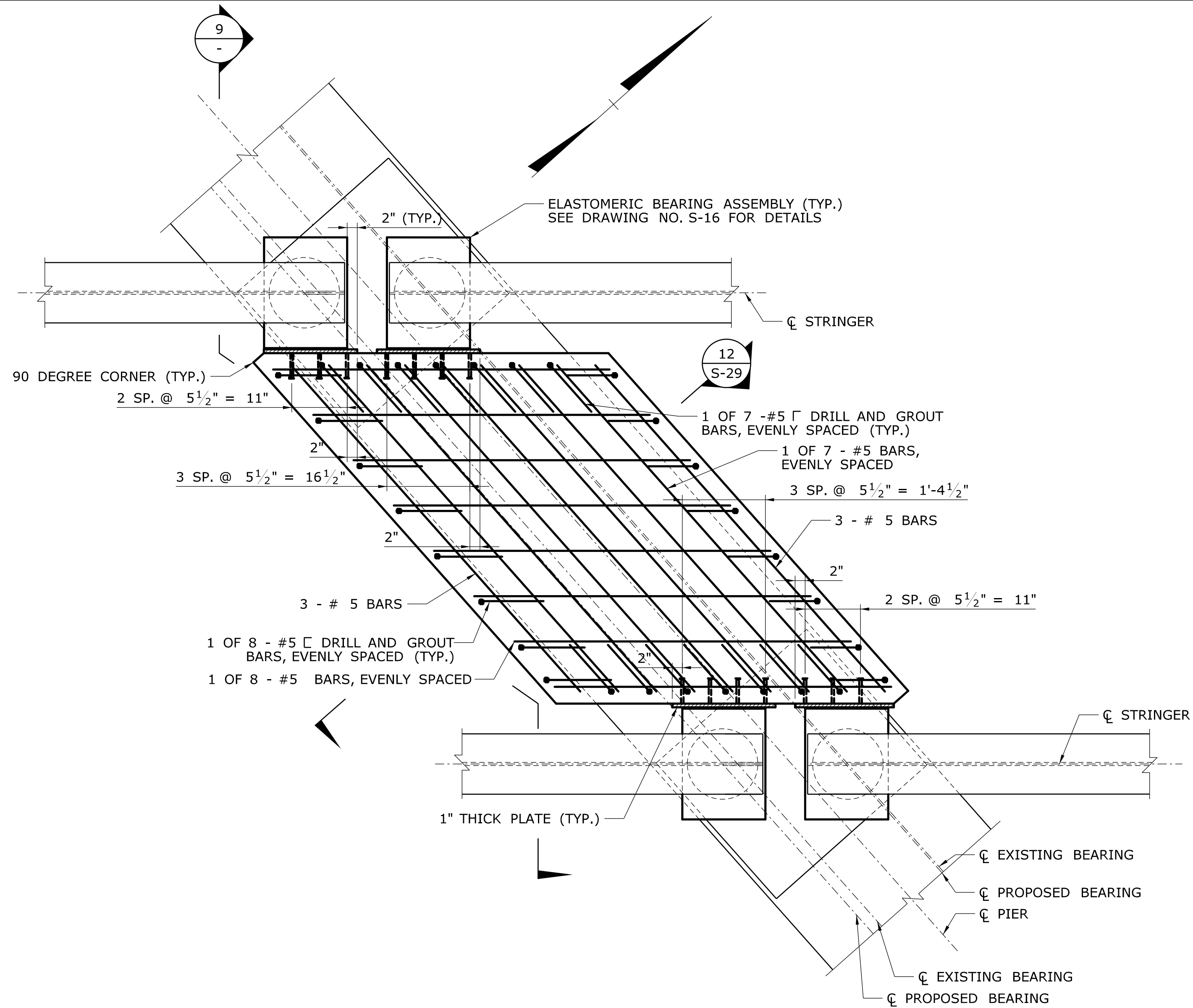
DRAWING NO.

S-27

SHEET NO.

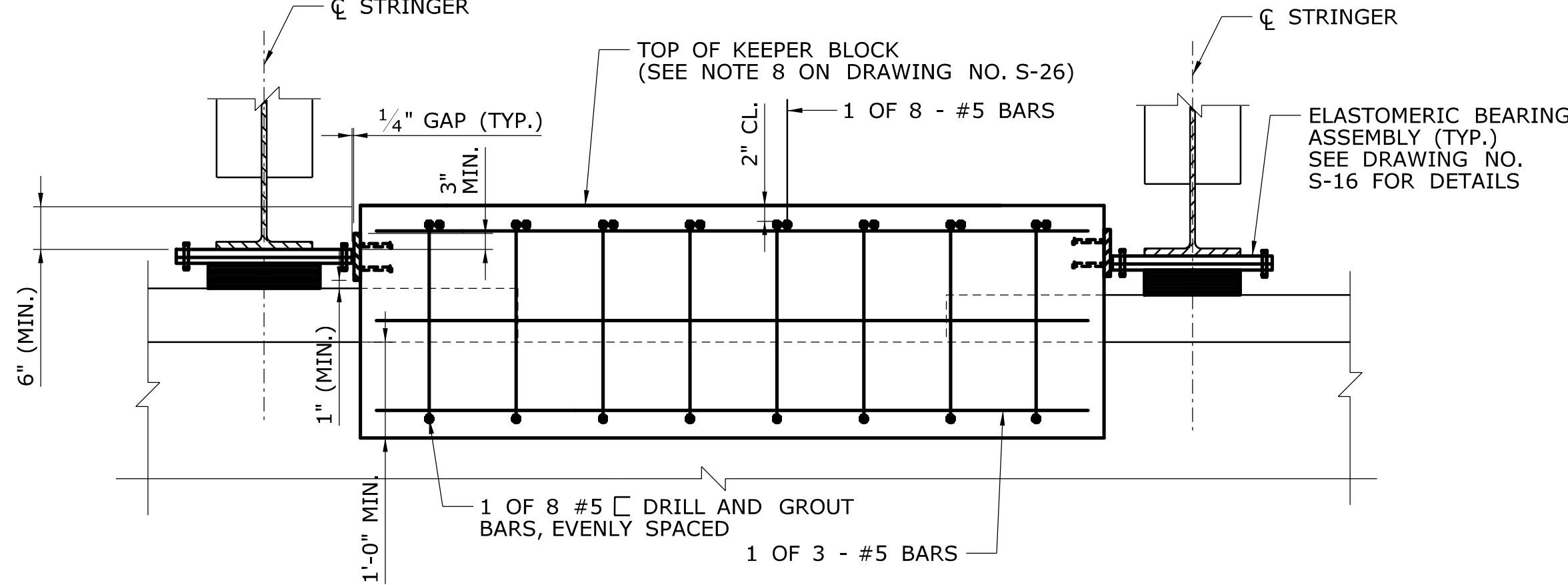
02.04.27

KEEPER BLOCK NOTES:
1. REFER TO NOTES ON DRAWING NO. S-26.



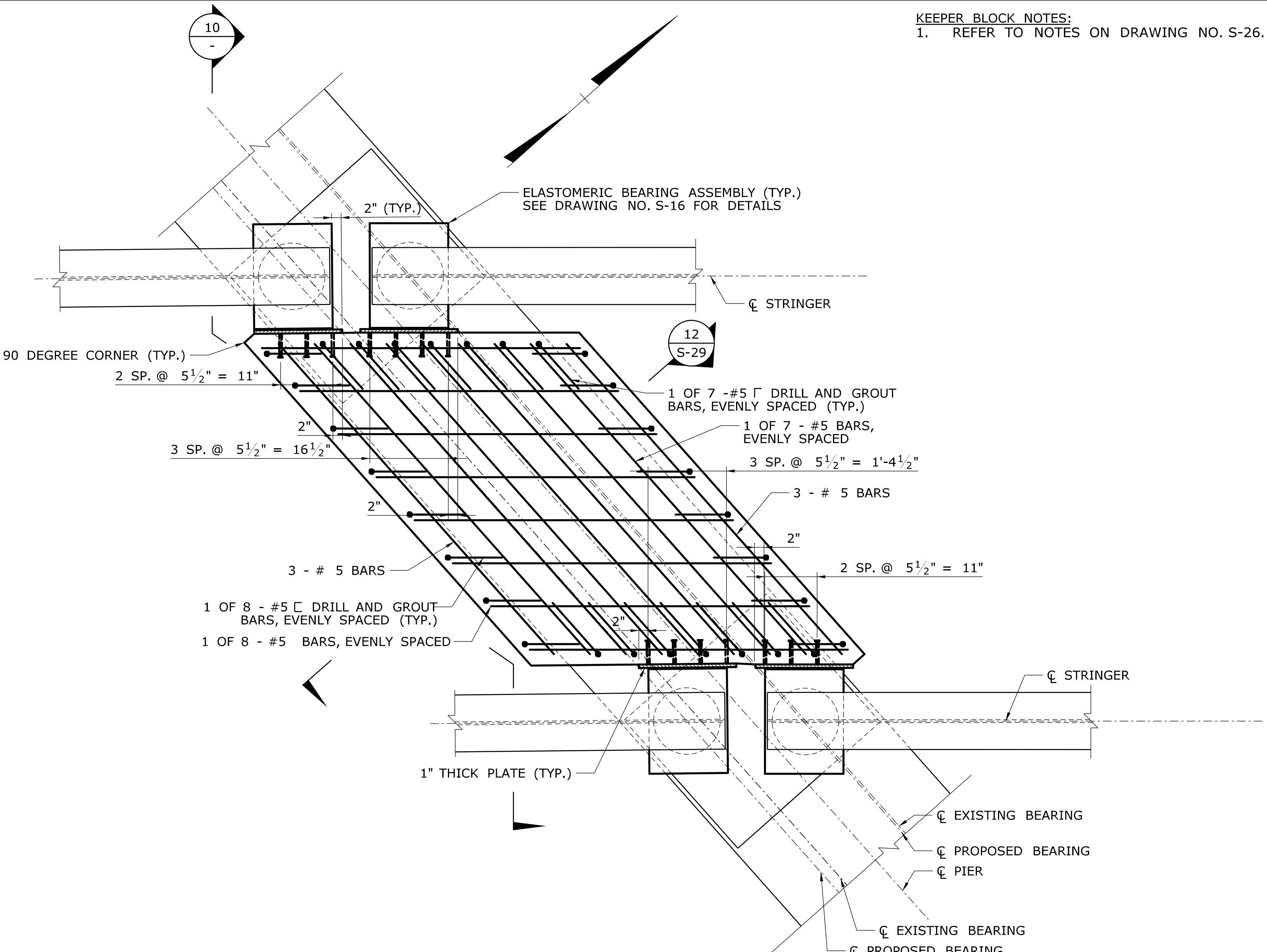
KEEPER BLOCK PLAN - PIER 3

SCALE: 3/4" = 1'-0"



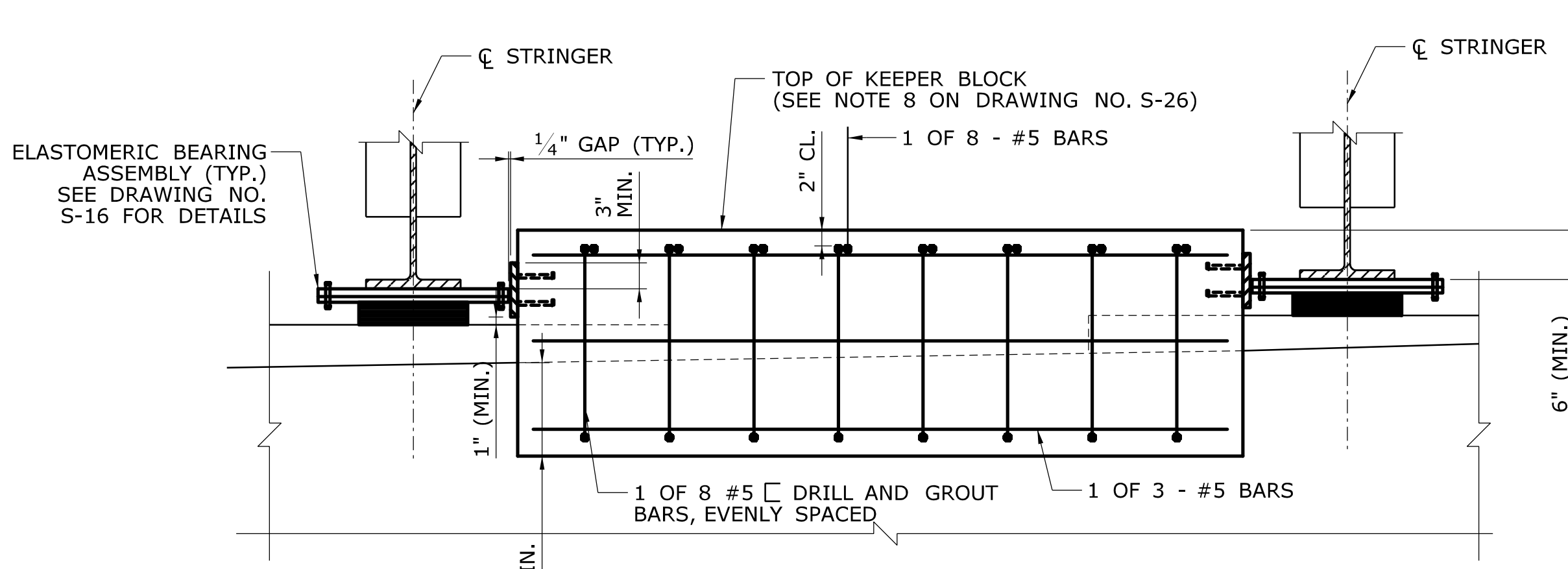
SECTION 9

SCALE: 3/4" = 1'-0"



KEEPER BLOCK PLAN - PIER 4

SCALE: 3/4" = 1'-0"



SECTION 10

SCALE: 3/4" = 1'-0"

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| REV. | DATE | REVISION DESCRIPTION | SHEET NO. |
| - | - | - | - |
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Plotted Date: 11/19/2014

DESIGNER/DRAFTER:
A. STUER
CHECKED BY:
C. D'ANNUNZIO
SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
Filename: ...S-28 - Keeper Block Details 3.dgn

SIGNATURE/
BLOCK:

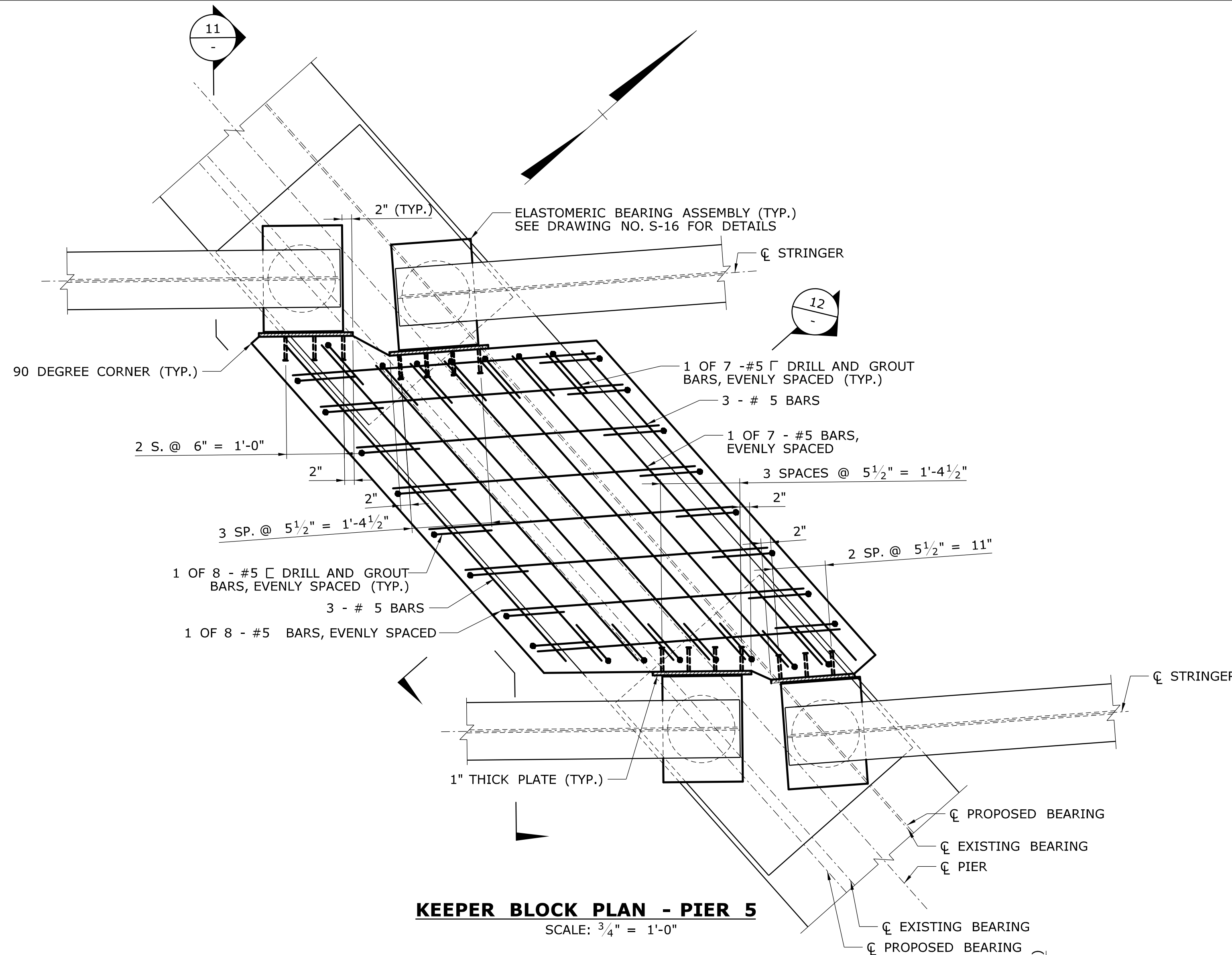
C&C Consulting Engineers, LLC
214 Lincoln Street
Boston, MA 02134

PROJECT TITLE:
REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833

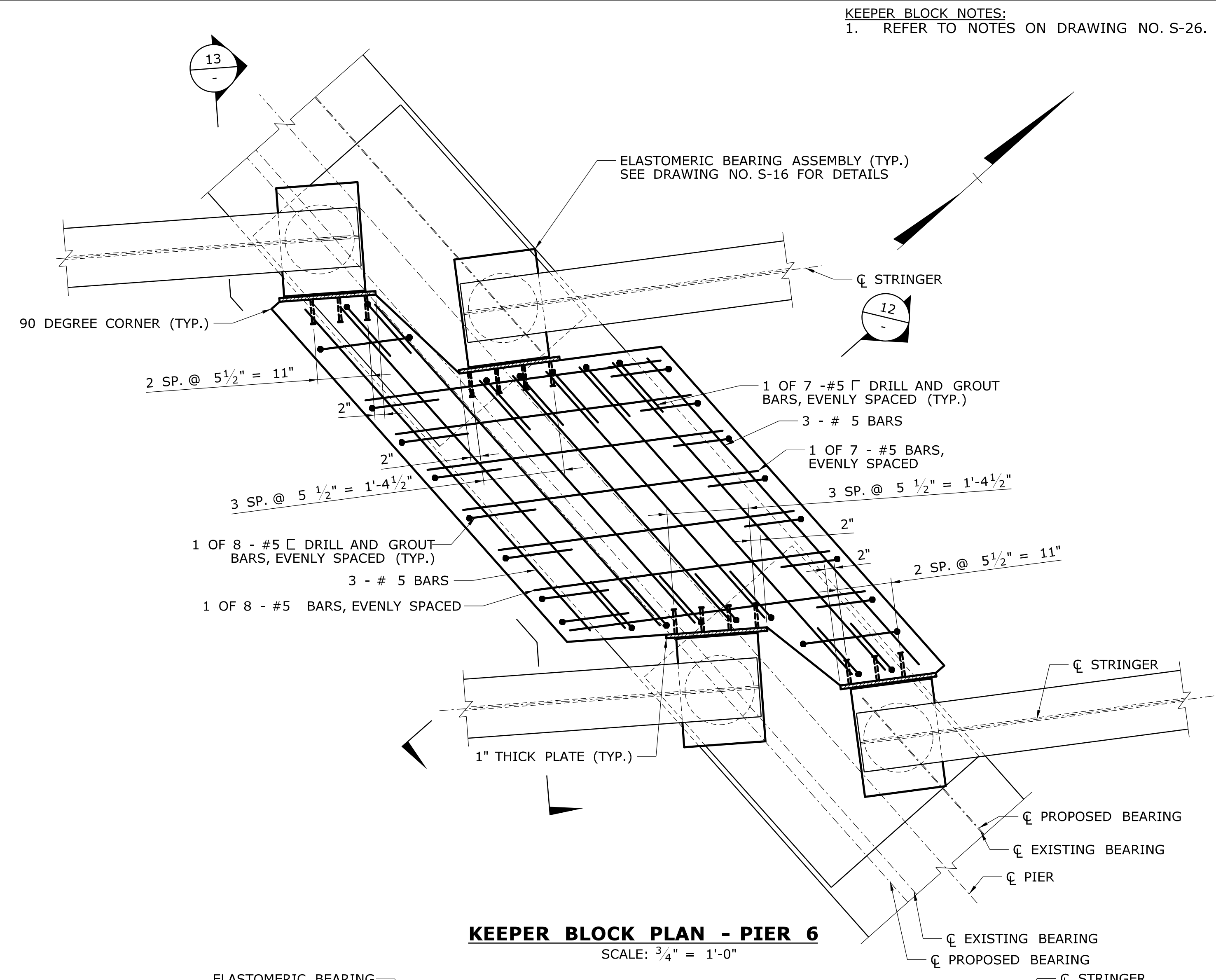
TOWN:
EAST HARTFORD
DRAWING TITLE:
KEEPER BLOCK DETAILS 3

PROJECT NO.
042-305
DRAWING NO.
S-28
SHEET NO.
02.04.28

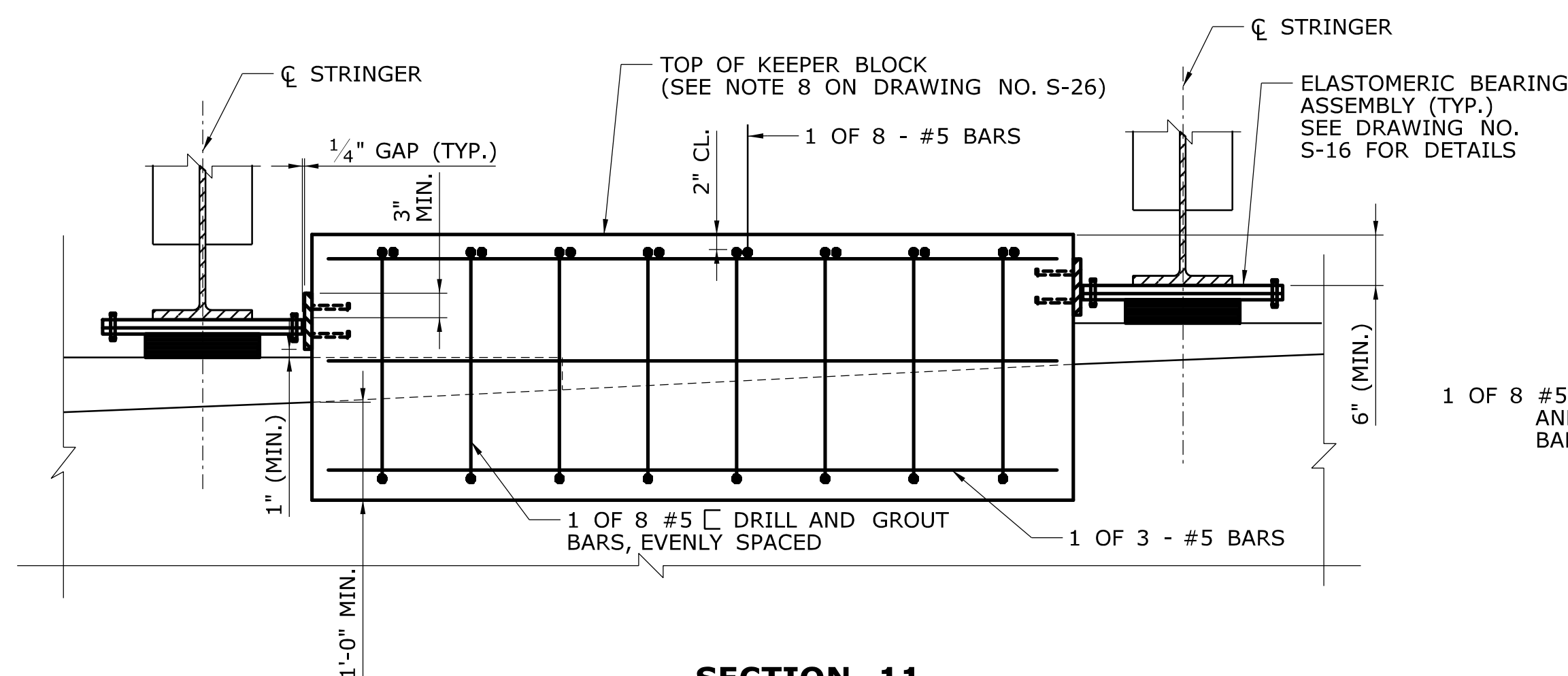
KEEPER BLOCK NOTES:
1. REFER TO NOTES ON DRAWING NO. S-26.



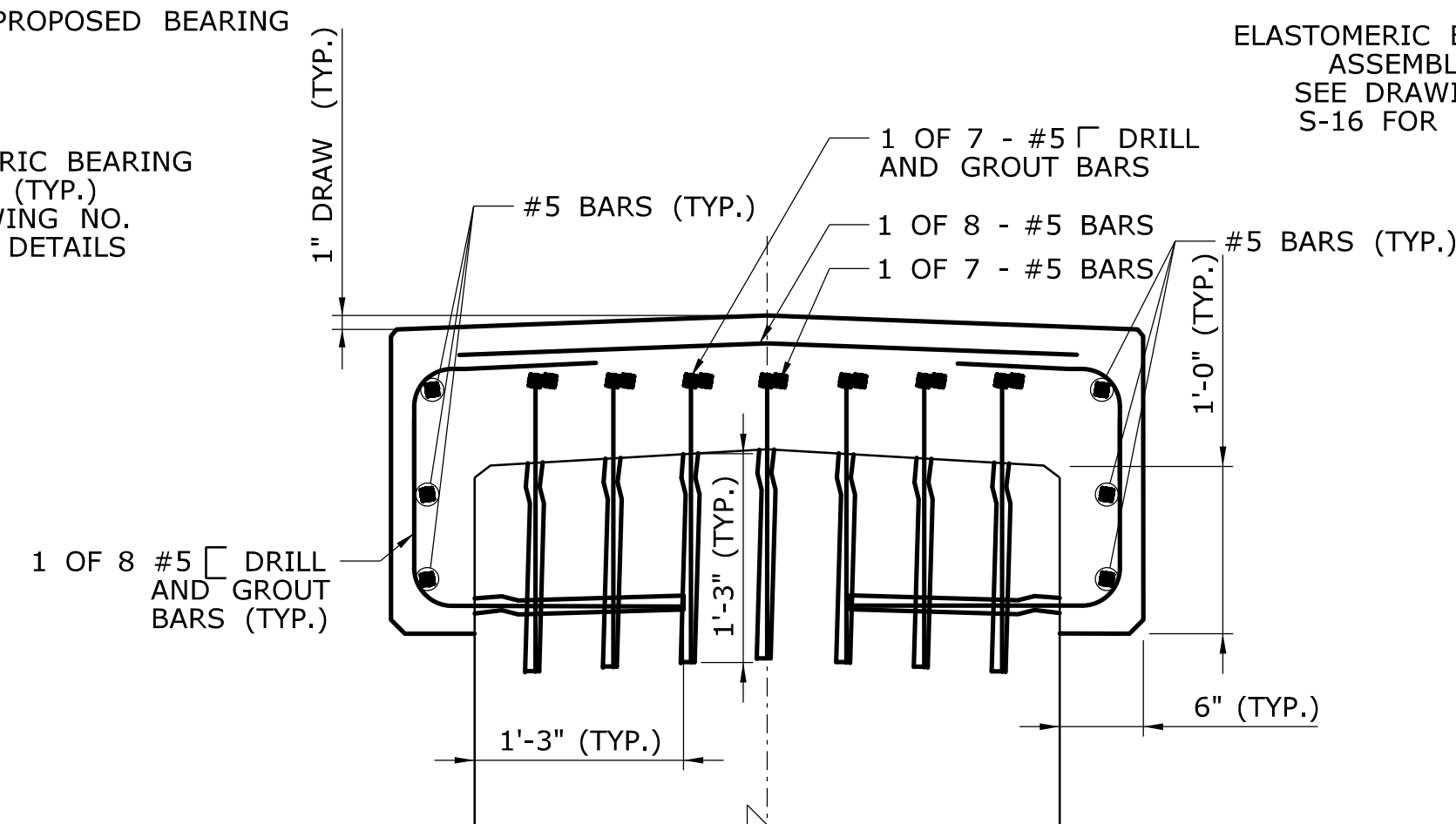
KEEPER BLOCK PLAN - PIER 5
SCALE: $\frac{3}{4}" = 1'-0"$



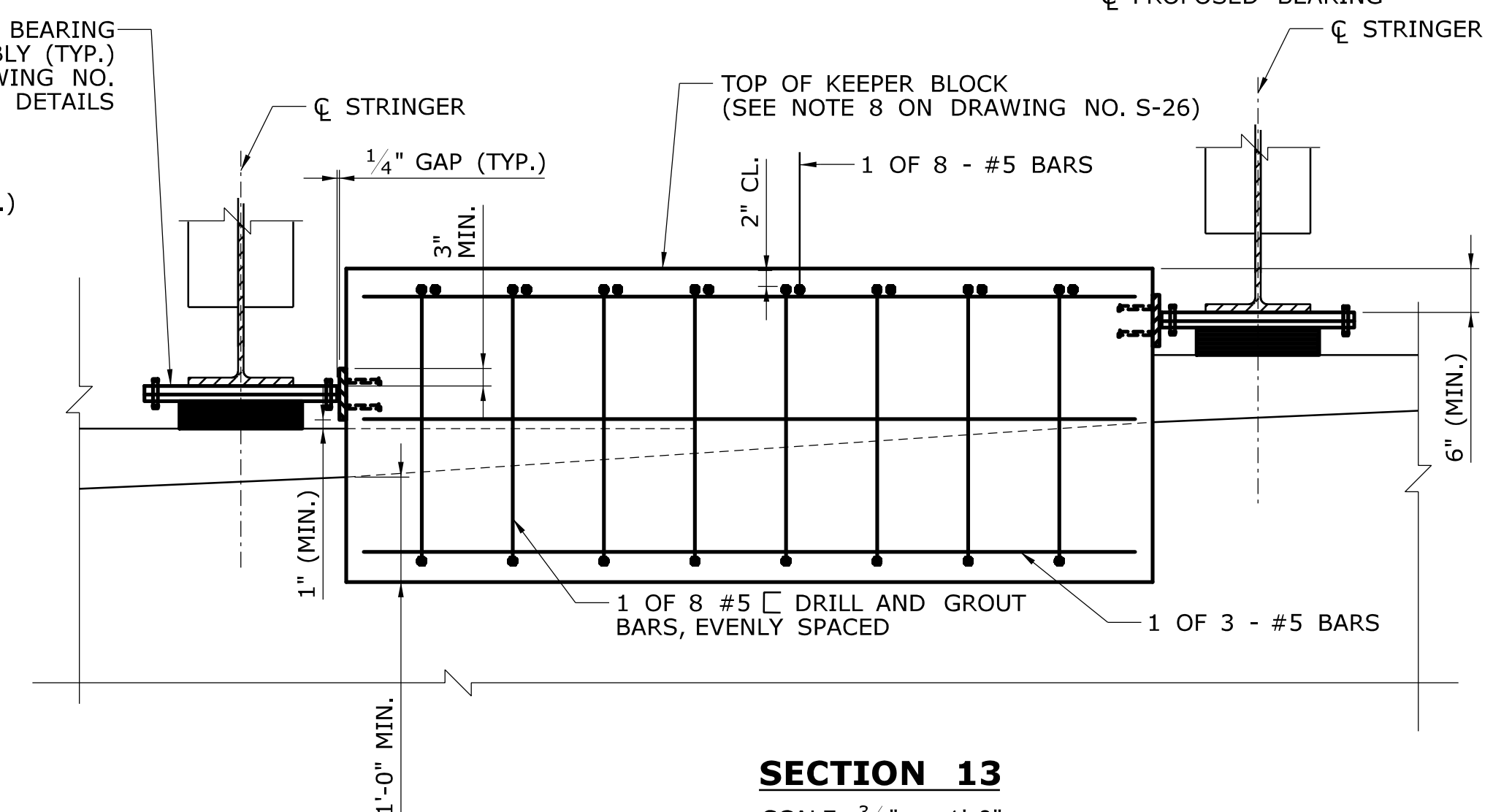
KEEPER BLOCK PLAN - PIER 6
SCALE: $\frac{3}{4}" = 1'-0"$




SECTION 11
SCALE: $\frac{3}{4}" = 1'-0"$





SECTION 12 (DRAWING NO. S-27 THRU S-29)
SCALE: 1" = 1'-0"



SECTION 13
SCALE: $\frac{3}{4}" = 1'-0"$

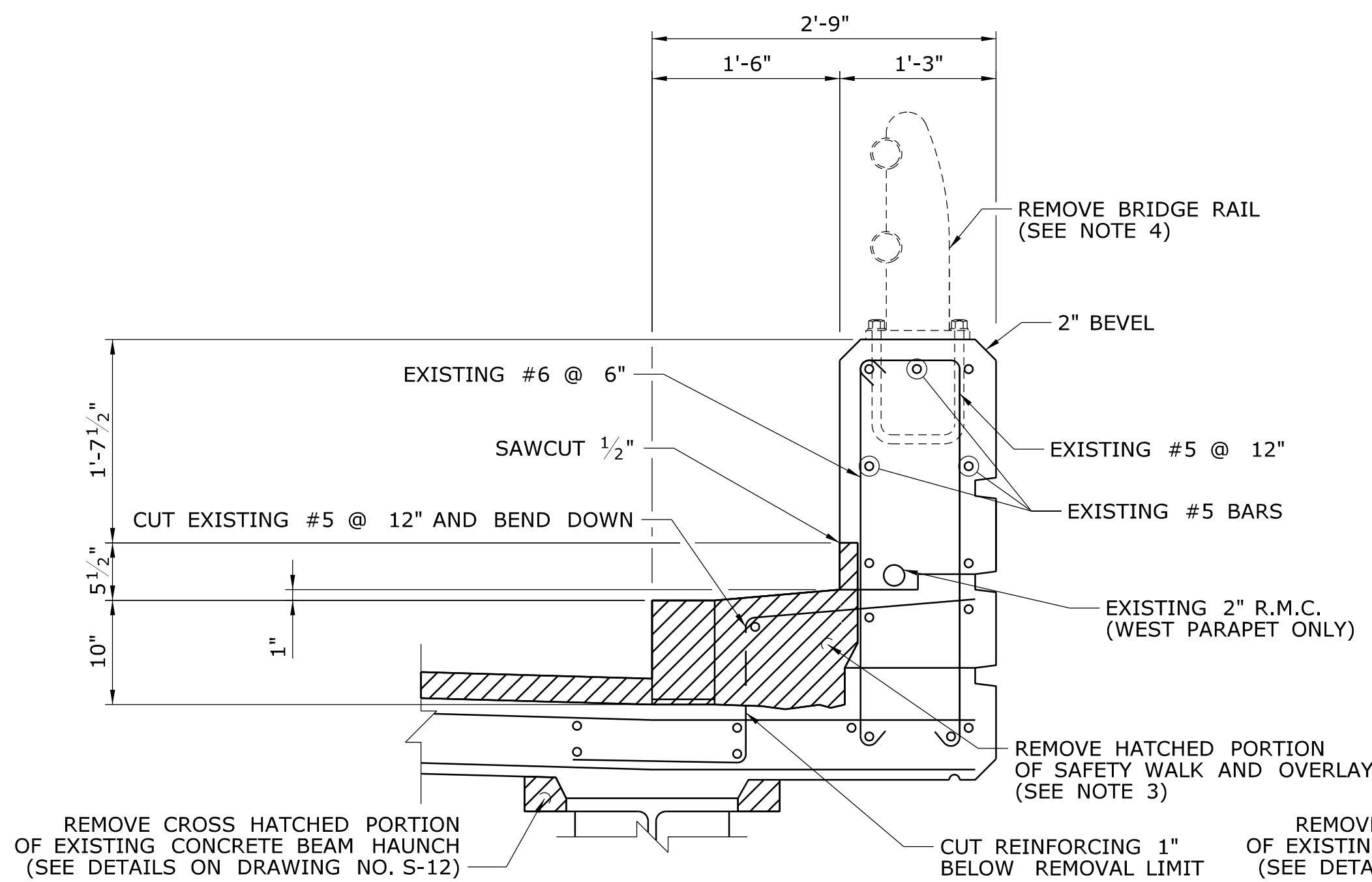
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|------|------|----------------------|-----------|---|--------------------------------------|---|--|--|-----------------------------------|---|------------------------------|--|
| - | - | - | - | THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. | DESIGNER/DRAFTER:
A. STUER | 
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION | SIGNATURE/
BLOCK:


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Engineers, LLC
214 Lincoln Street
Boston, MA 02134
 | PROJECT TITLE:

REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833 | TOWN:

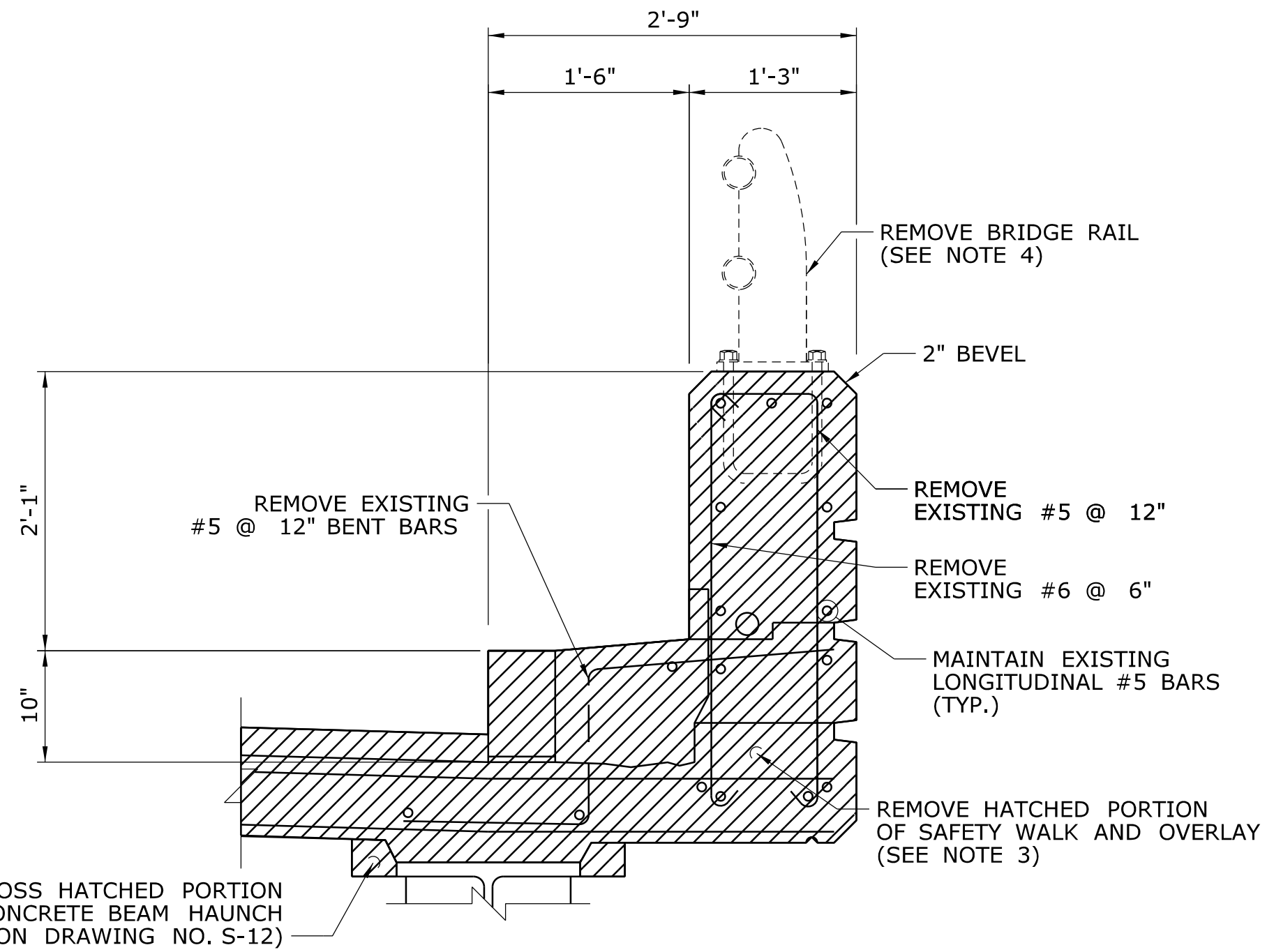
EAST HARTFORD | PROJECT NO.
042-305 | | |
| - | - | - | - | | CHECKED BY:
C. D'ANNUNZIO | | | | | | SCALE AS NOTED | Filename: ...\\S-29 - Keeper Block Details 4.dgn |
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| REV. | DATE | REVISION DESCRIPTION | SHEET NO. | Plotted Date: 11/19/2014 | | | | | | DRAWING TITLE:

KEEPER BLOCK
DETAILS 4 | SHEET NO.
02.04.29 | |



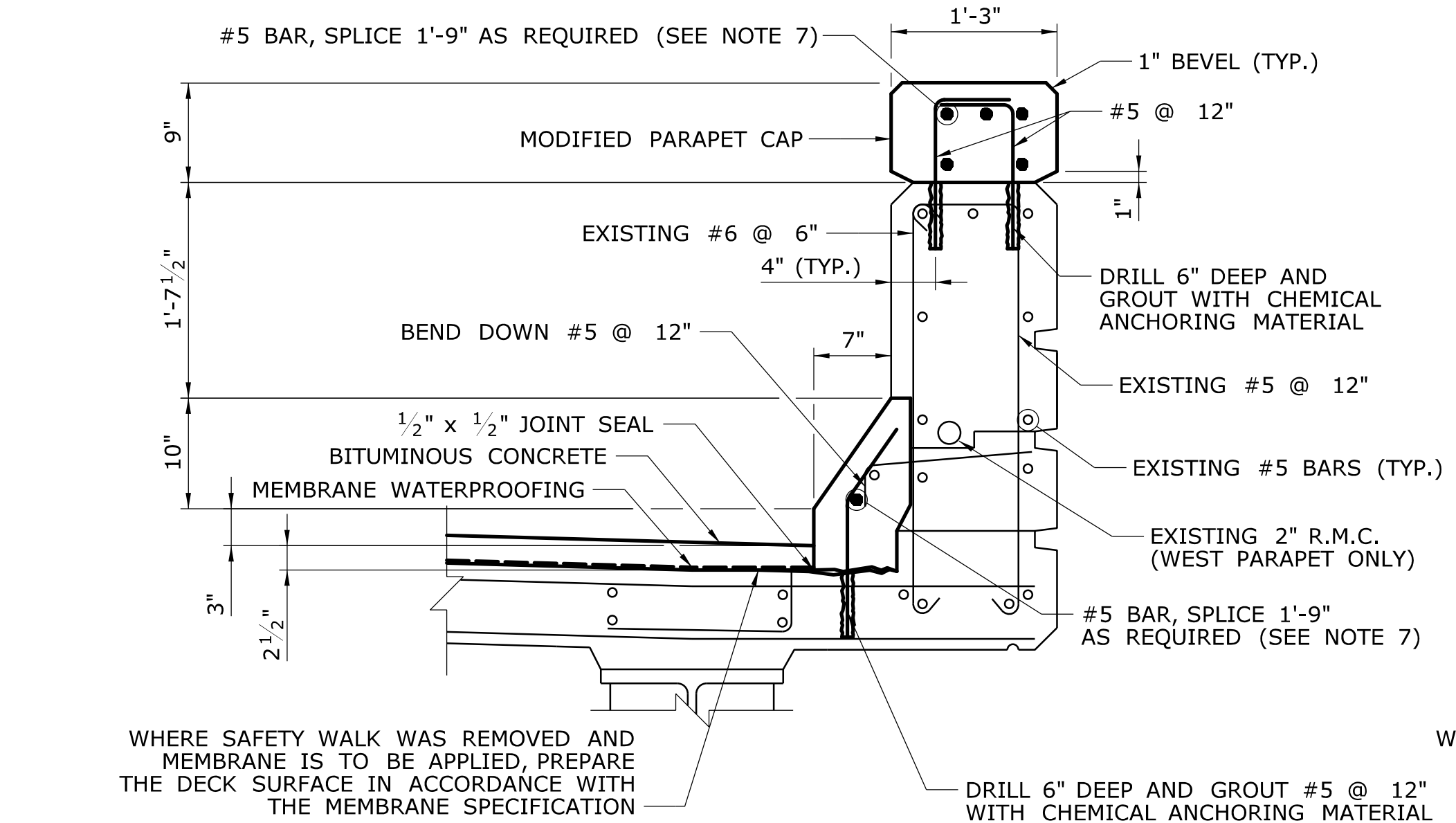
EXISTING PARAPET DETAIL OUTSIDE LIMITS OF LINK SLAB

SCALE: 1" = 1'-0"



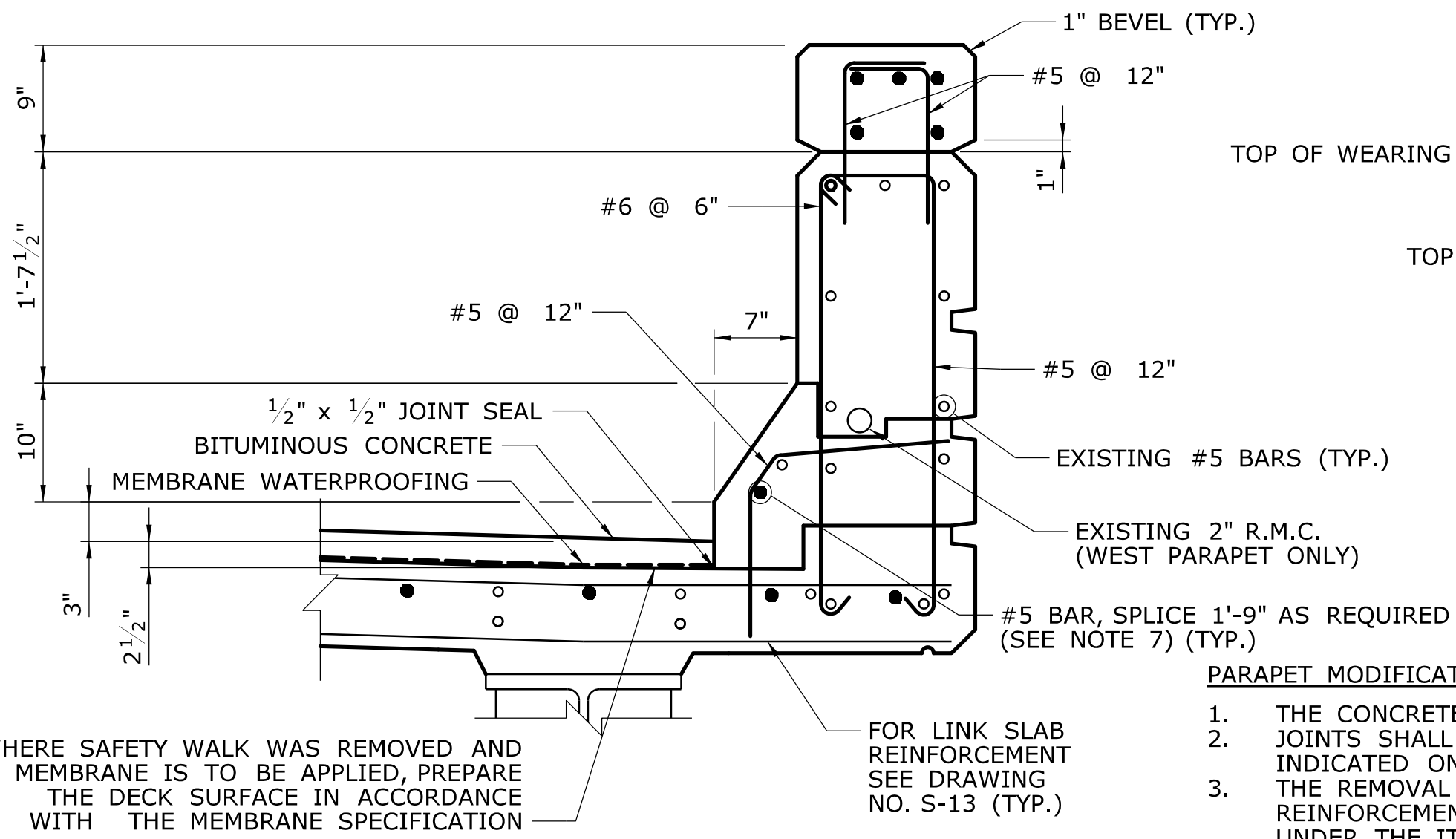
EXISTING PARAPET DETAIL WITHIN LIMITS OF LINK SLAB

SCALE: 1" = 1'-0"



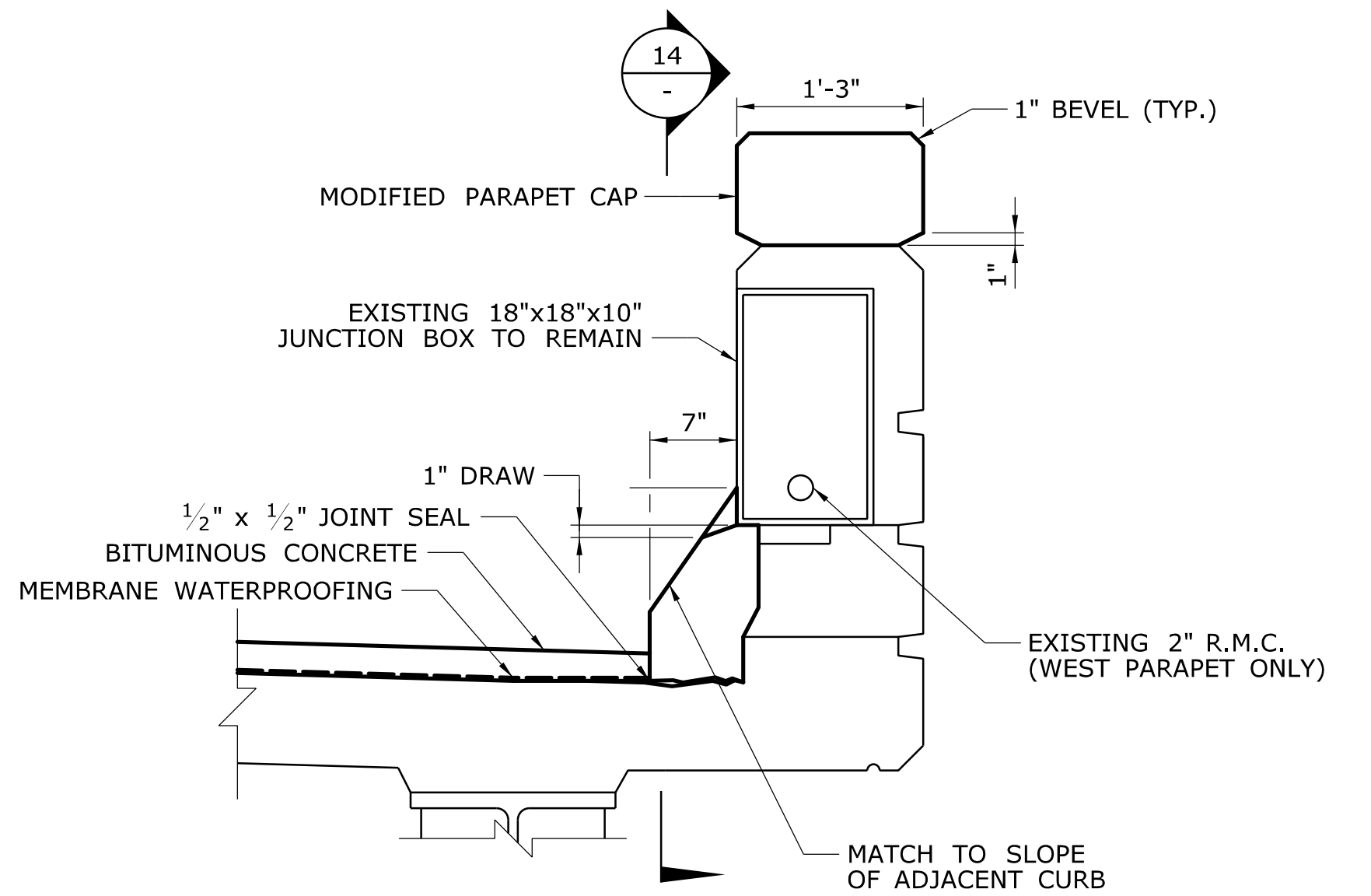
MODIFIED PARAPET DETAIL

SCALE: 1" = 1'-0"

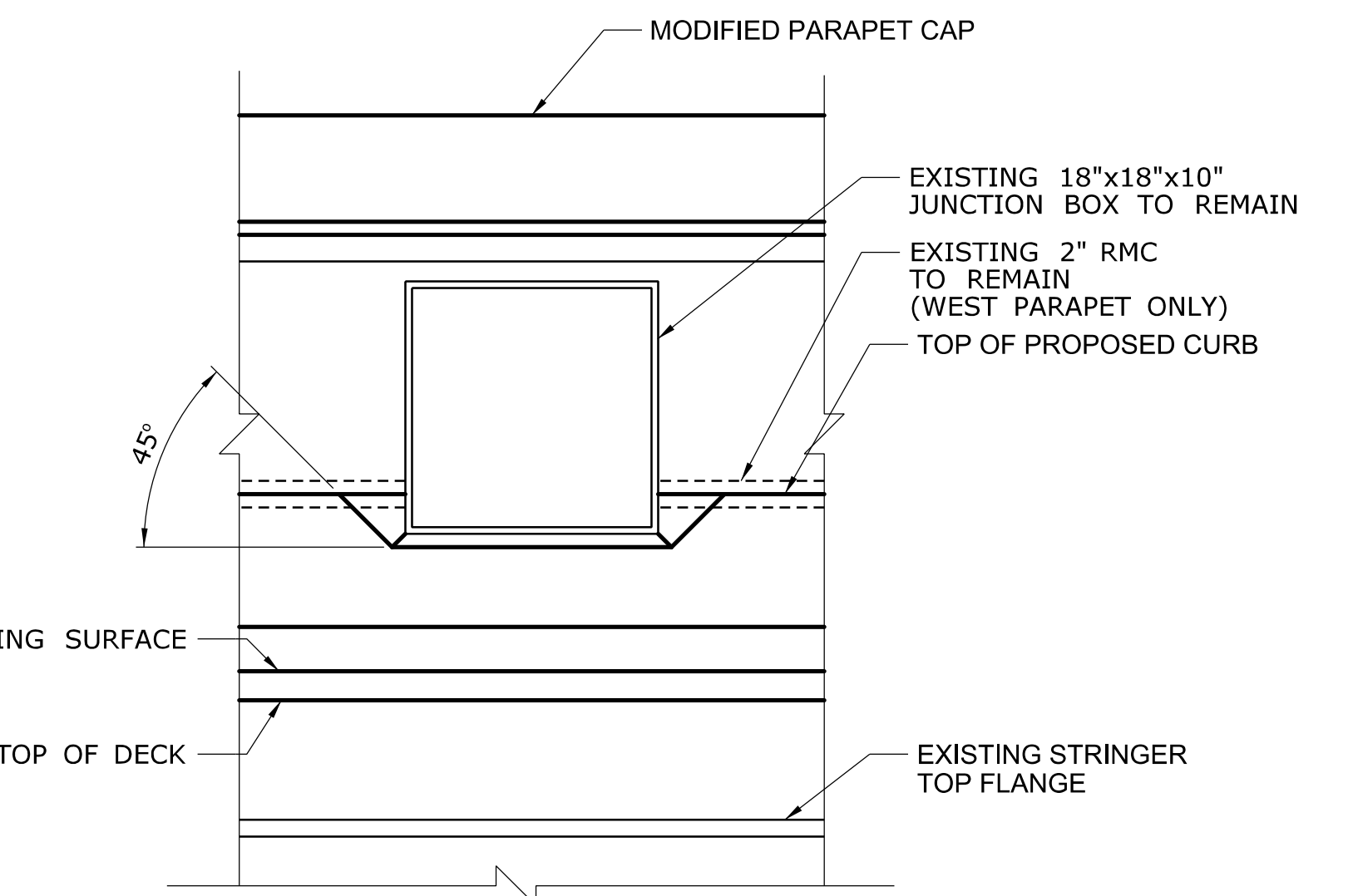


RECONSTRUCTED PARAPET DETAIL

SCALE: 1" = 1'-0"



SECTION AT JUNCTION BOX



SECTION 14

MODIFIED PARAPET AT JUNCTION BOX

SCALE: 1" = 1'-0"

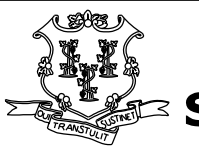

PARAPET MODIFICATION NOTES:


1. THE CONCRETE FOR THE PARAPET MODIFICATIONS SHALL BE CLASS "F" CONCRETE.
2. JOINTS SHALL BE FORMED IN THE SLOPED CURB AND THE PARAPET CAP AT PARAFFIN JOINTS, LOCATED AS INDICATED ON DRAWING NO. S-7 AND S-9.
3. THE REMOVAL OF THE CONCRETE SAFETY WALK, DRILLING AND GROUTING DOWELS, FURNISHING AND PLACING REINFORCEMENT AND PLACING AND FINISHING CONCRETE FOR THE RECONSTRUCTED CURBS SHALL BE PAID FOR UNDER THE ITEM "MODIFY BRIDGE PARAPET".
4. THE REMOVAL OF METAL BRIDGE RAIL, DRILLING AND GROUTING DOWELS INTO THE TOP OF CONCRETE PARAPETS, FURNISHING AND PLACING OF CONCRETE REINFORCEMENT AND PLACING CONCRETE FOR THE RECONSTRUCTED PARAPET CAPS SHALL BE PAID FOR UNDER THE ITEM "BRIDGE PARAPET CAP".
5. DIAMETER OF DRILLED HOLES SHALL BE PER THE CHEMICAL ANCHOR MANUFACTURER'S INSTRUCTIONS.
6. REMOVAL OF ANY EXISTING CURB PLATES IN THE SAFETY WALK SHALL BE PAID FOR UNDER ITEM "MODIFY BRIDGE PARAPET".
7. DO NOT CARRY LONGITUDINAL BARS THROUGH PARAFFIN JOINTS OR EXPANSION JOINTS. END THE REINFORCEMENT 2" CLEAR OF JOINT. FOR PARAFFIN JOINT DETAILS SEE DRAWING NO. S-34.
8. CONTRACTOR SHALL PROVIDE DEBRIS SHIELDING DURING ALL STAGES OF CONSTRUCTION. SEE DETAILS ON DRAWING NO. S-4 AND S-5.
9. WHERE THERE ARE JUNCTION BOXES EMBEDDED IN THE PARAPET, CONCRETE SHOULD BE REMOVED UP TO THE BOTTOM EDGE OF THE JUNCTION BOX.

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| REV. | DATE | REVISION DESCRIPTION | SHEET NO. |

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| Plotted Date: 11/19/2014 |

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| DESIGNER/DRAFTER:
A. STUER |
| CHECKED BY:
C. D'ANNUNZIO |
| SCALE AS NOTED |

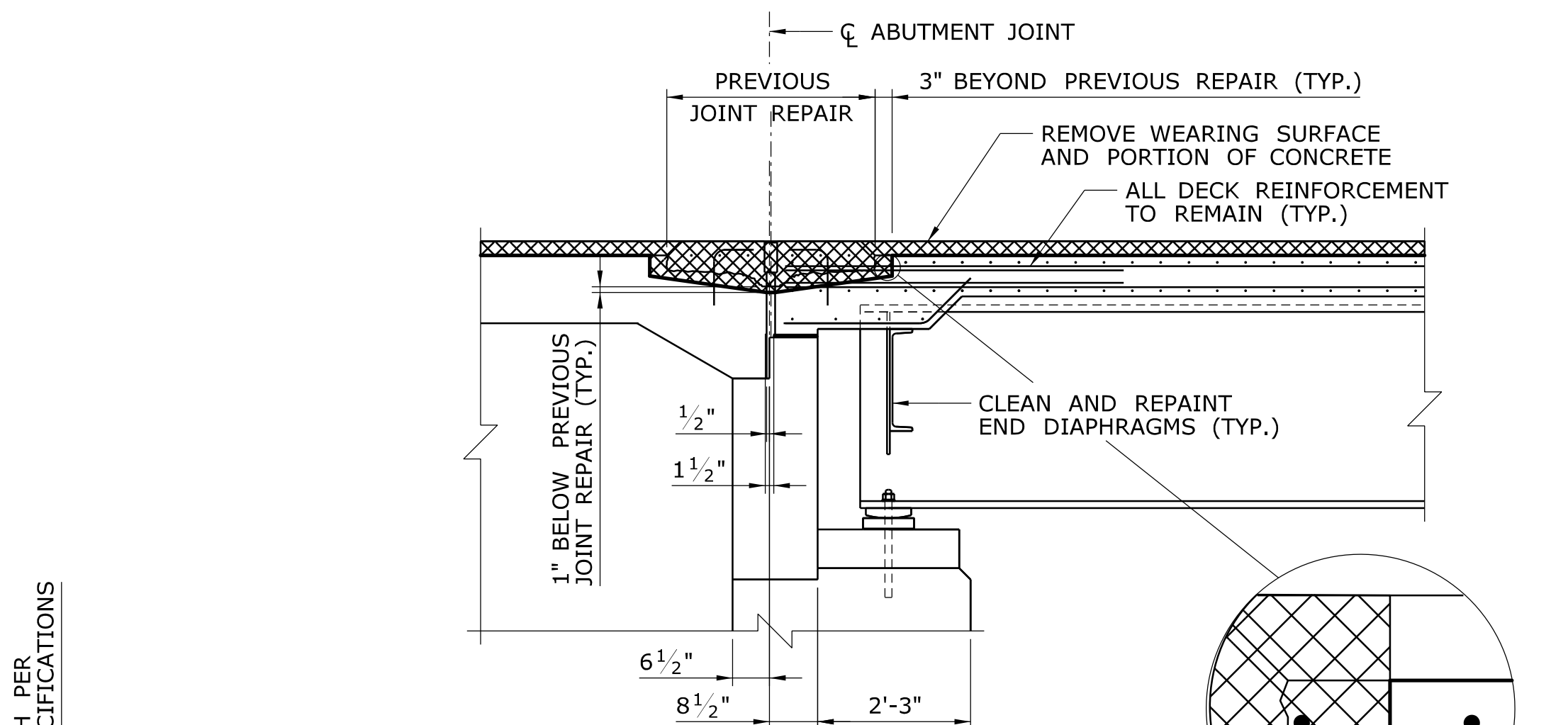
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|---|--|---|
|  | STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION |  |
| Filename: ...S-30 - Parapet Modification Details.dgn | | |

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| SIGNATURE/
BLOCK: | 
C&C Consulting
Engineers, LLC
214 Lincoln Street
Boston, MA 02134 |
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| PROJECT TITLE: | REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833 |
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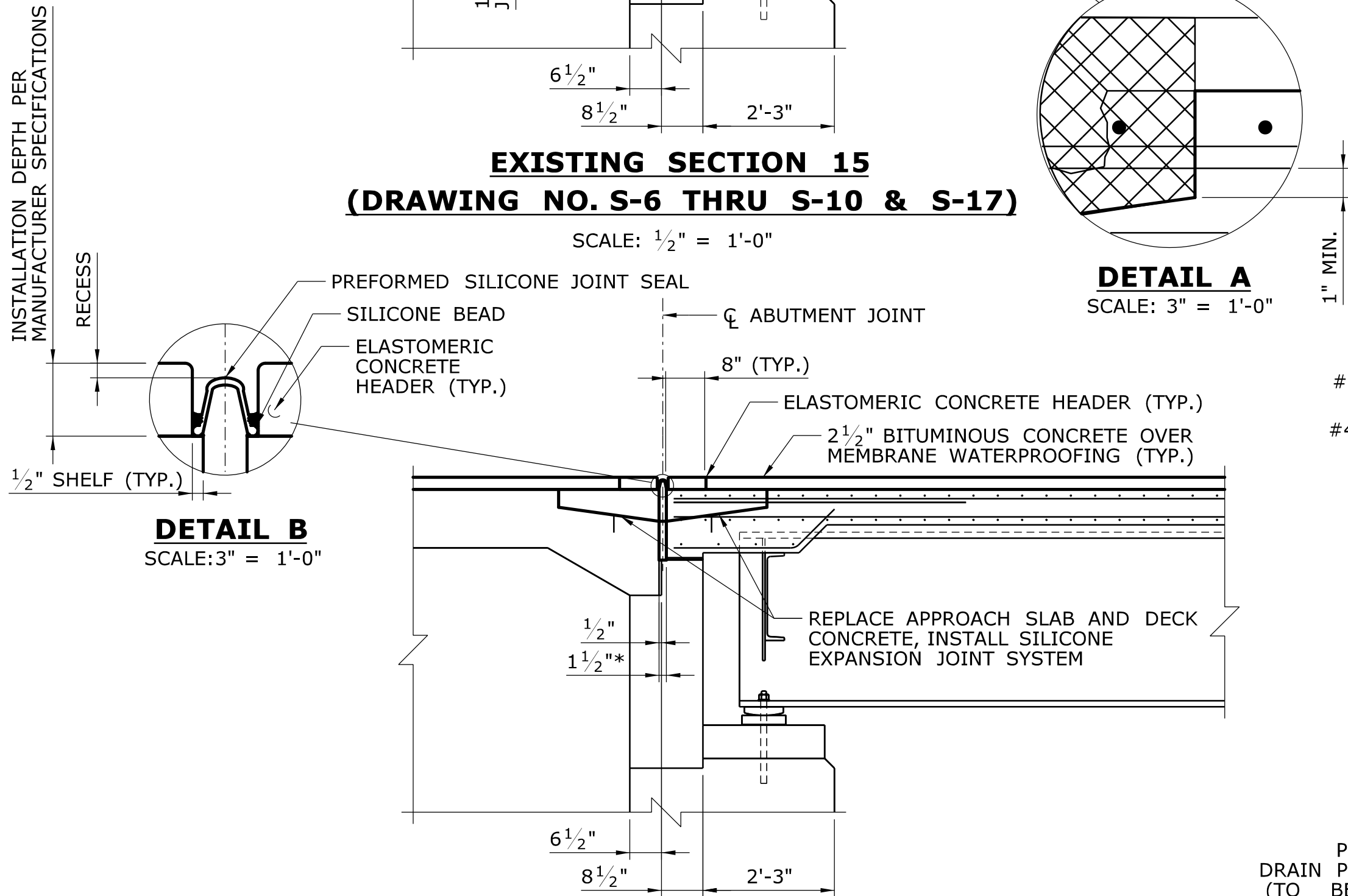
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| TOWN: | EAST HARTFORD |
| DRAWING TITLE: | PARAPET MODIFICATION DETAILS |

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| PROJECT NO. | 042-305 |
| DRAWING NO. | S-30 |
| SHEET NO. | 02.04.30 |



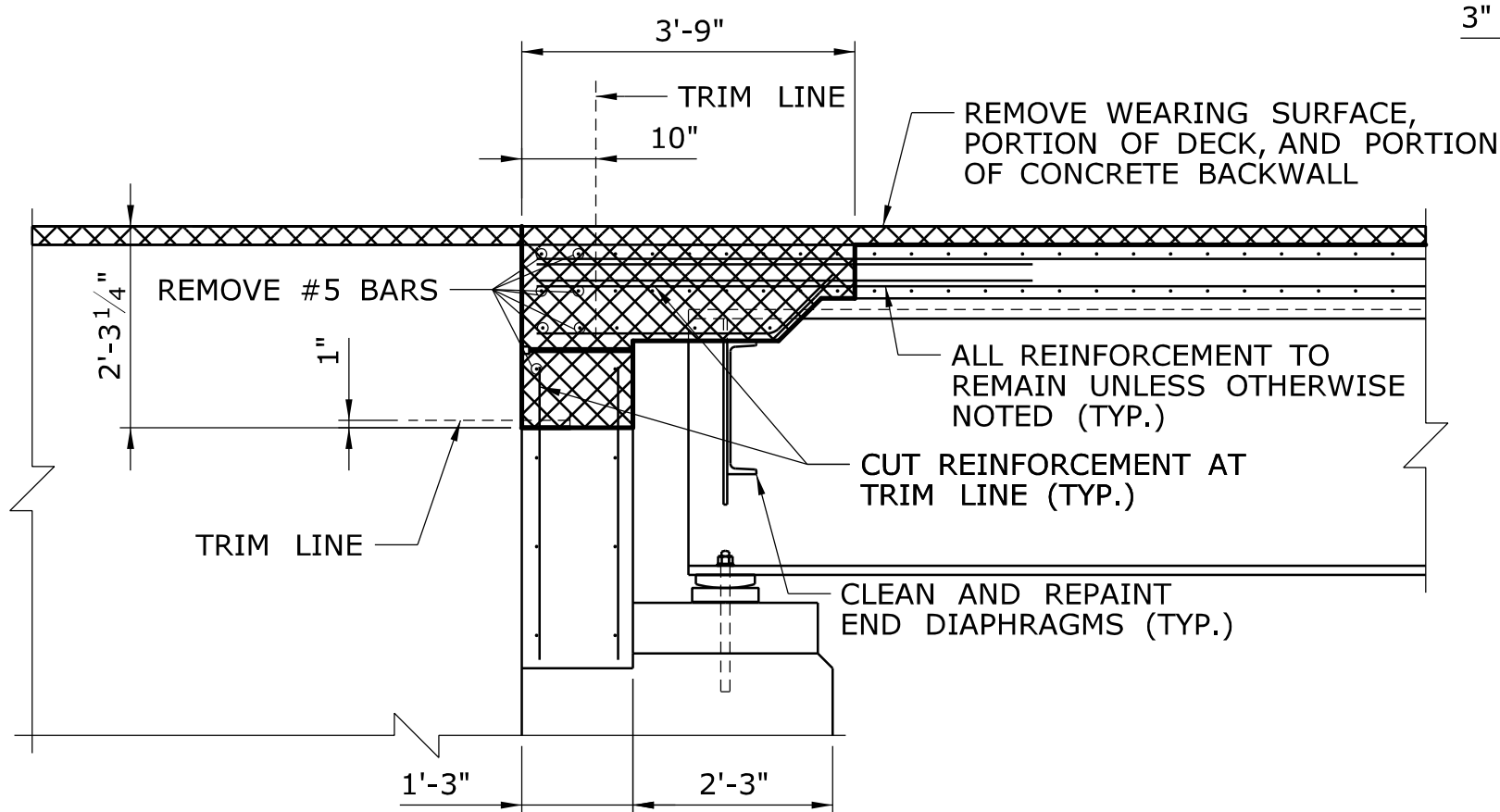
EXISTING SECTION 15
(DRAWING NO. S-6 THRU S-10 & S-17)

SCALE: 1/2" = 1'-0"



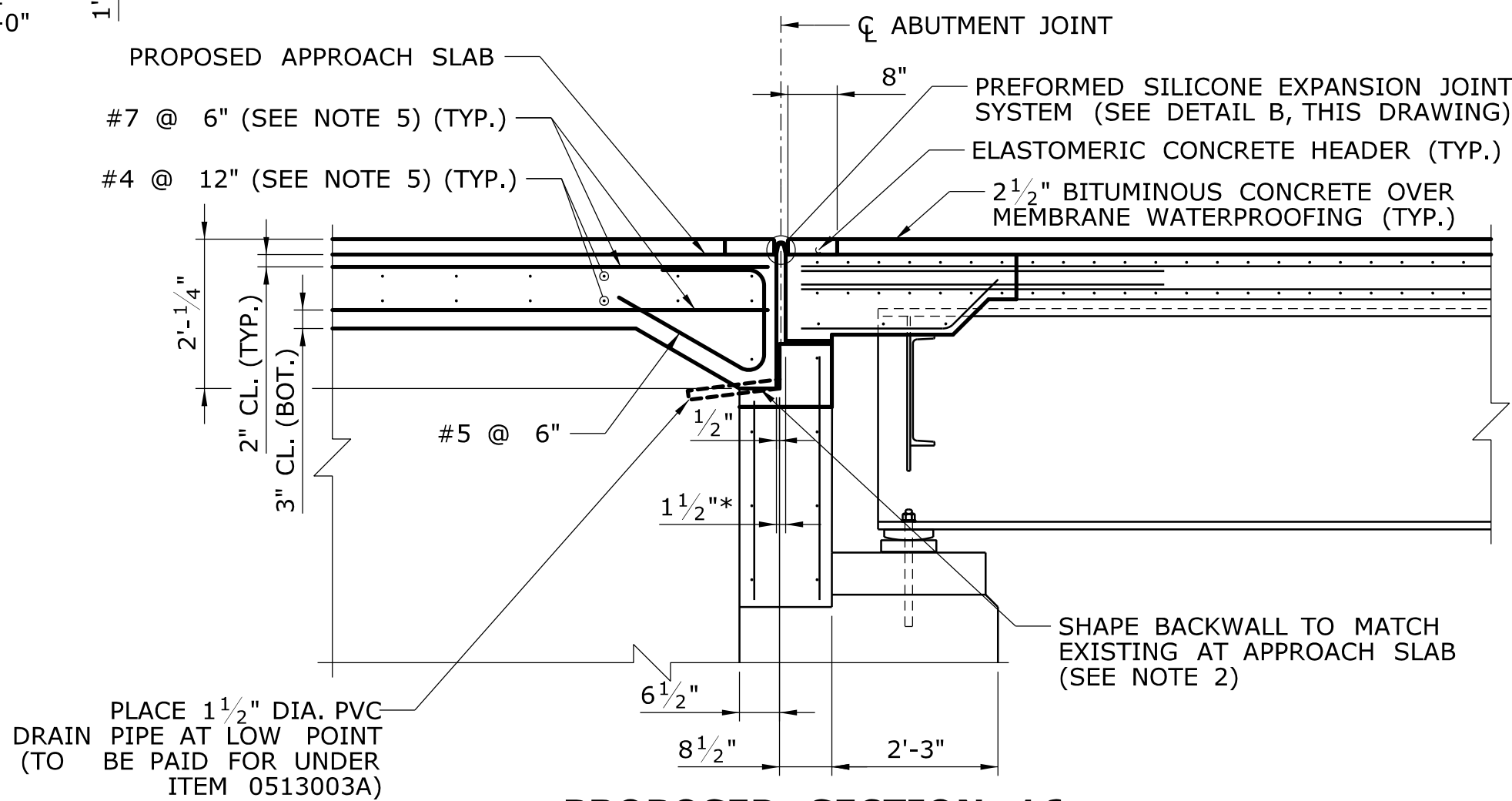
PROPOSED SECTION 15
(DRAWING NO. S-6 THRU S-10 & S-17)

SCALE: 1/2" = 1'-0"



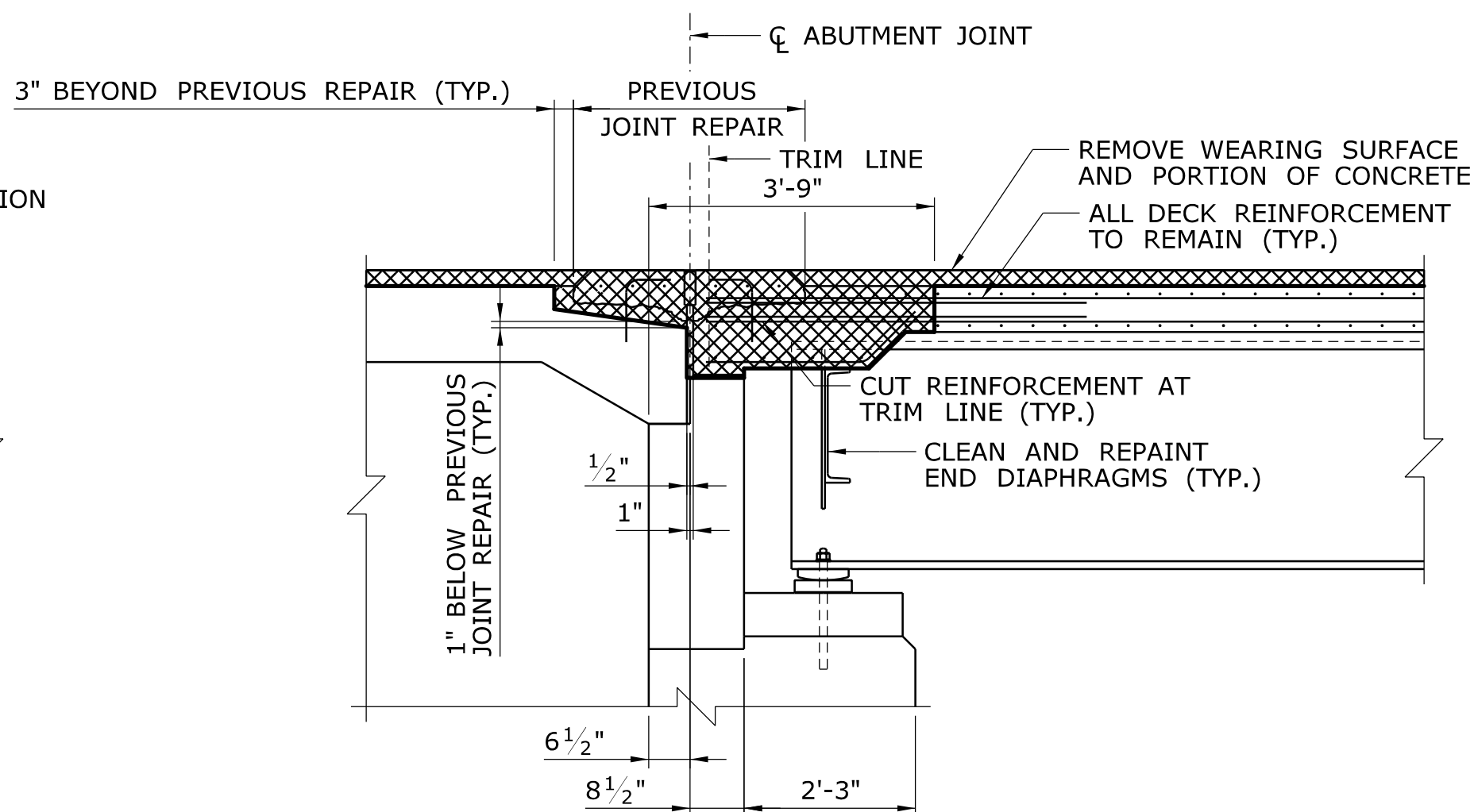
EXISTING SECTION 16
(DRAWING NO. S-6 THRU S-10, S-17 & S-18)

SCALE: 1/2" = 1'-0"



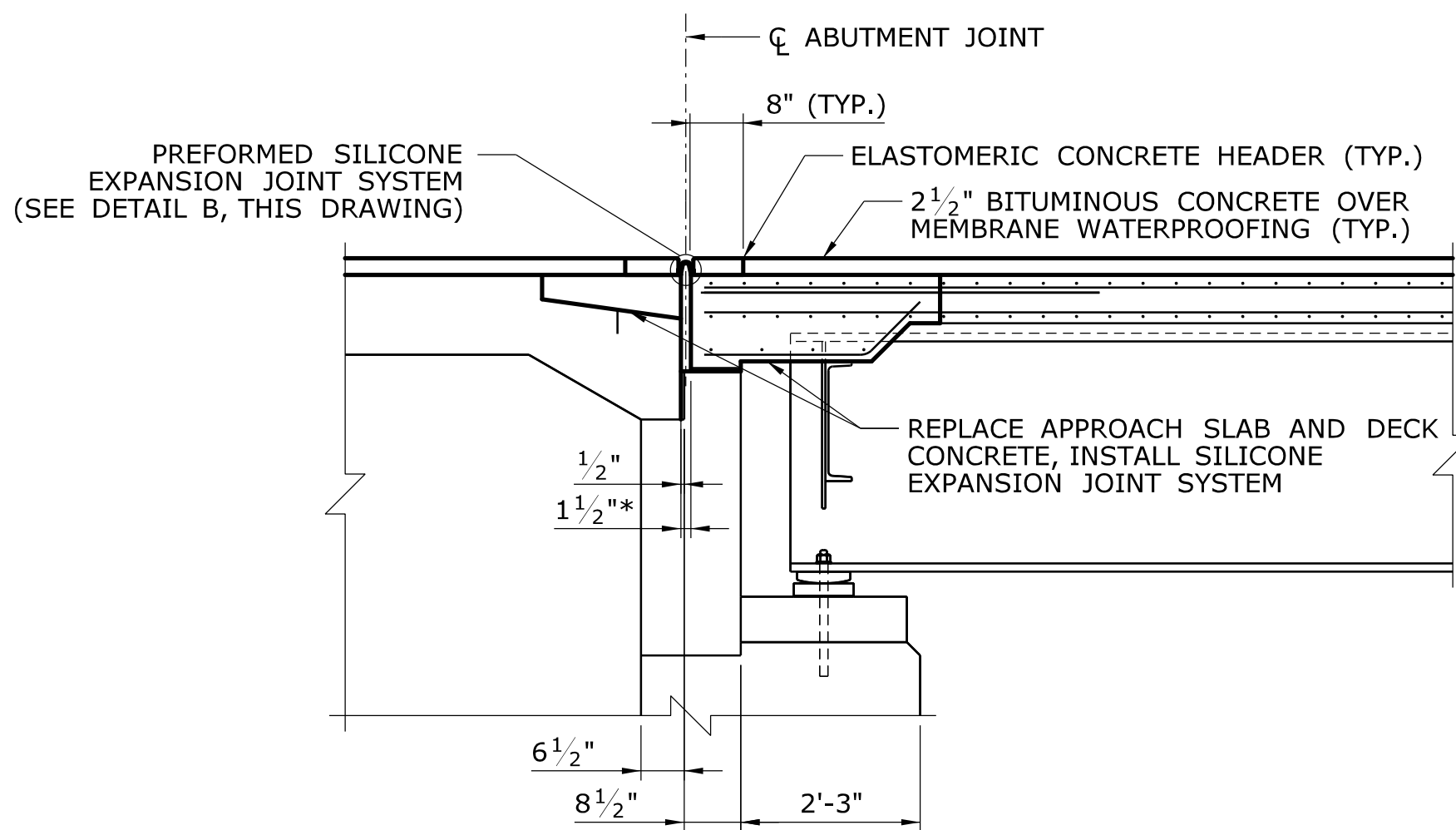
PROPOSED SECTION 16
(DRAWING NO. S-6 THRU S-10, S-17 & S-18)

SCALE: 1/2" = 1'-0"



EXISTING SECTION 17
(DRAWING NO. S-6 THRU S-10 & S-18)

SCALE: 1/2" = 1'-0"



PROPOSED SECTION 17
(DRAWING NO. S-6 THRU S-10 & S-18)

SCALE: 1/2" = 1'-0"

ABUTMENT MODIFICATION NOTES:

1. APPROACH SLAB WIDENING SHALL EXTEND TO THE PROPOSED CURB LINE AT THE NORTHWEST CORNER OF THE BRIDGE AND TO THE EXISTING WINGWALL AT THE SOUTHEAST, SOUTHWEST AND NORTHEAST CORNERS OF THE BRIDGE (SEE DRAWING NO. S-6 TO S-9). PROPOSED APPROACH SLAB SHALL BE CAST TO MATCH THE EXISTING APPROACH SLAB.

SILICONE JOINT NOTES:

2. ALL BACKWALL AND ABUTMENT REPAIRS SHALL BE COMPLETED PRIOR TO JOINT INSTALLATION.
3. REMOVE BITUMINOUS CONCRETE OVERLAY AND MEMBRANE WATERPROOFING AND REPLACE WITH SILICONE JOINT SYSTEM. TO BE PAID FOR UNDER ITEM "SILICONE EXPANSION JOINT SYSTEM".
4. SILICONE FLEX JOINT SHALL BE INSTALLED WHEN THE AMBIENT TEMPERATURE IS BETWEEN 40° F AND 85° F.

APPROACH SLAB NOTES:

5. WHERE THE ANGLE BETWEEN THE CENTERLINE OF CONSTRUCTION AND THE ABUTMENT IS GREATER THAN 45 DEGREES, PLACE LONGITUDINAL REINFORCEMENT PARALLEL TO CENTERLINE OF CONSTRUCTION. OTHERWISE, PLACE LONGITUDINAL REINFORCEMENT PERPENDICULAR TO THE ABUTMENT. PLACE ALL TRANSVERSE REINFORCEMENT PARALLEL TO THE ABUTMENT.

LEGEND:



EXISTING CONCRETE, WEARING SURFACE AND MEMBRANE WATERPROOFING TO BE REMOVED

| TEMPERATURE | WIDTH | |
|-------------|------------|------------|
| | ABUTMENT 1 | ABUTMENT 2 |
| 40° F | 1.41" | 1.39" |
| 45° F | 1.45" | 1.45" |
| 50° F | 1.50" | 1.50" |
| 55° F | 1.55" | 1.55" |
| 60° F | 1.59" | 1.61" |
| 65° F | 1.64" | 1.66" |
| 70° F | 1.68" | 1.72" |
| 75° F | 1.73" | 1.77" |
| 80° F | 1.77" | 1.82" |
| 85° F | 1.82" | 1.88" |

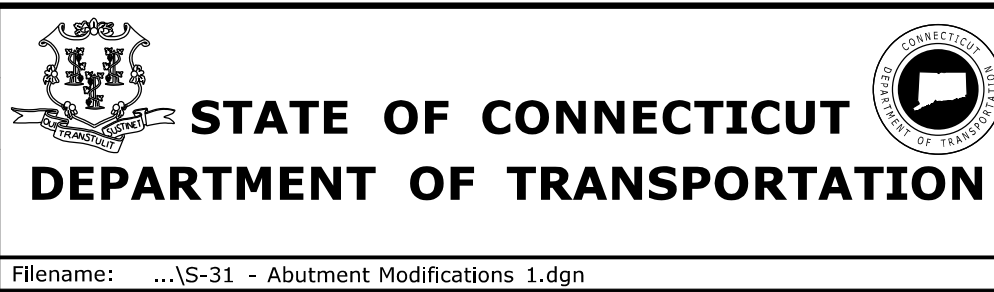
* 1 1/2" JOINT AT ABUTMENTS 1 & 2 @ 50° F
(SEE TABLE FOR VARYING TEMP.)

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Plotted Date: 11/19/2014

DESIGNER/DRAFTER:
A. STUER
CHECKED BY:
C. D'ANNUNZIO
SCALE AS NOTED



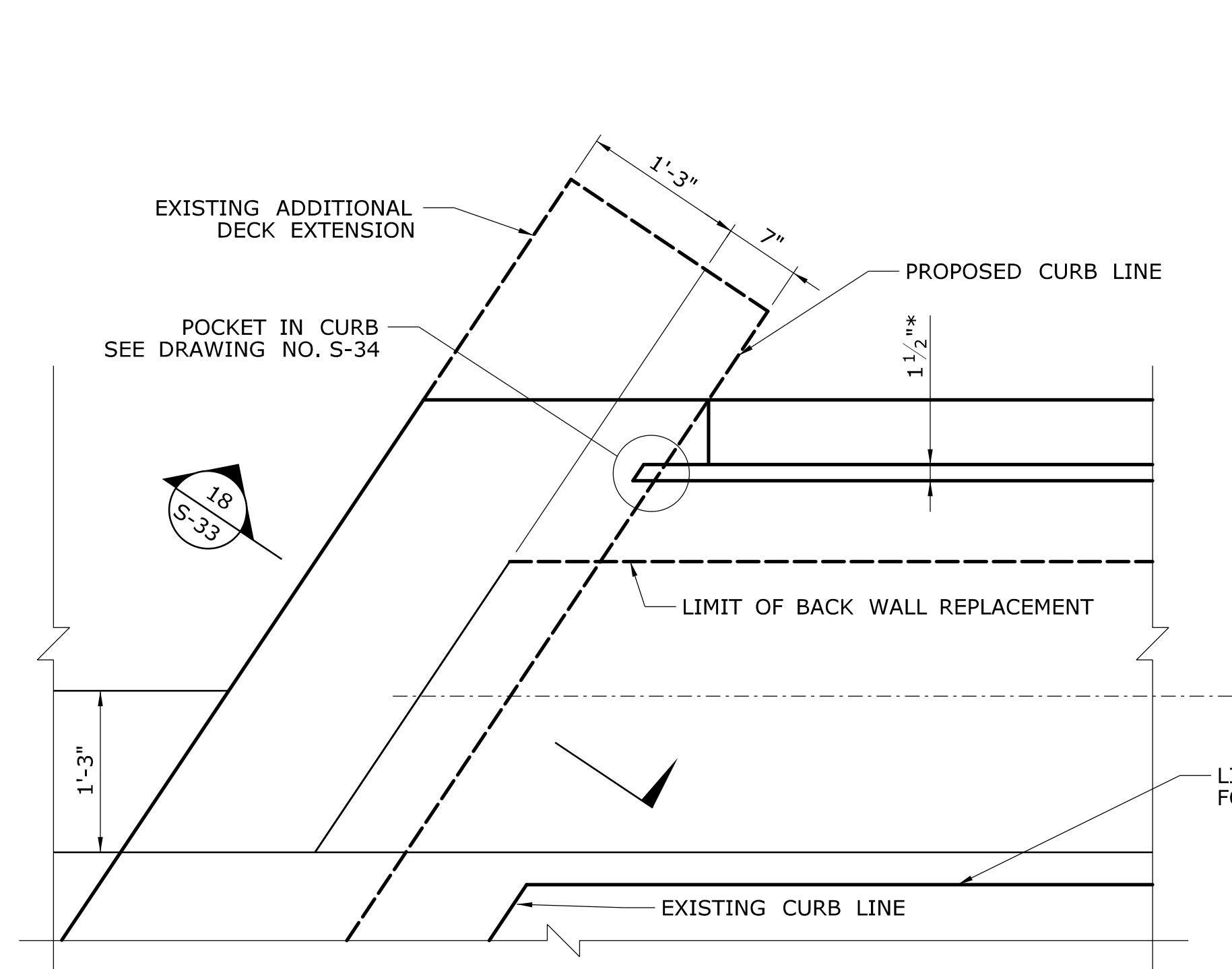
SIGNATURE/
BLOCK:

C&C Consulting
Engineers, LLC
214 Lincoln Street
Boston, MA 02134

PROJECT TITLE:
**REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833**

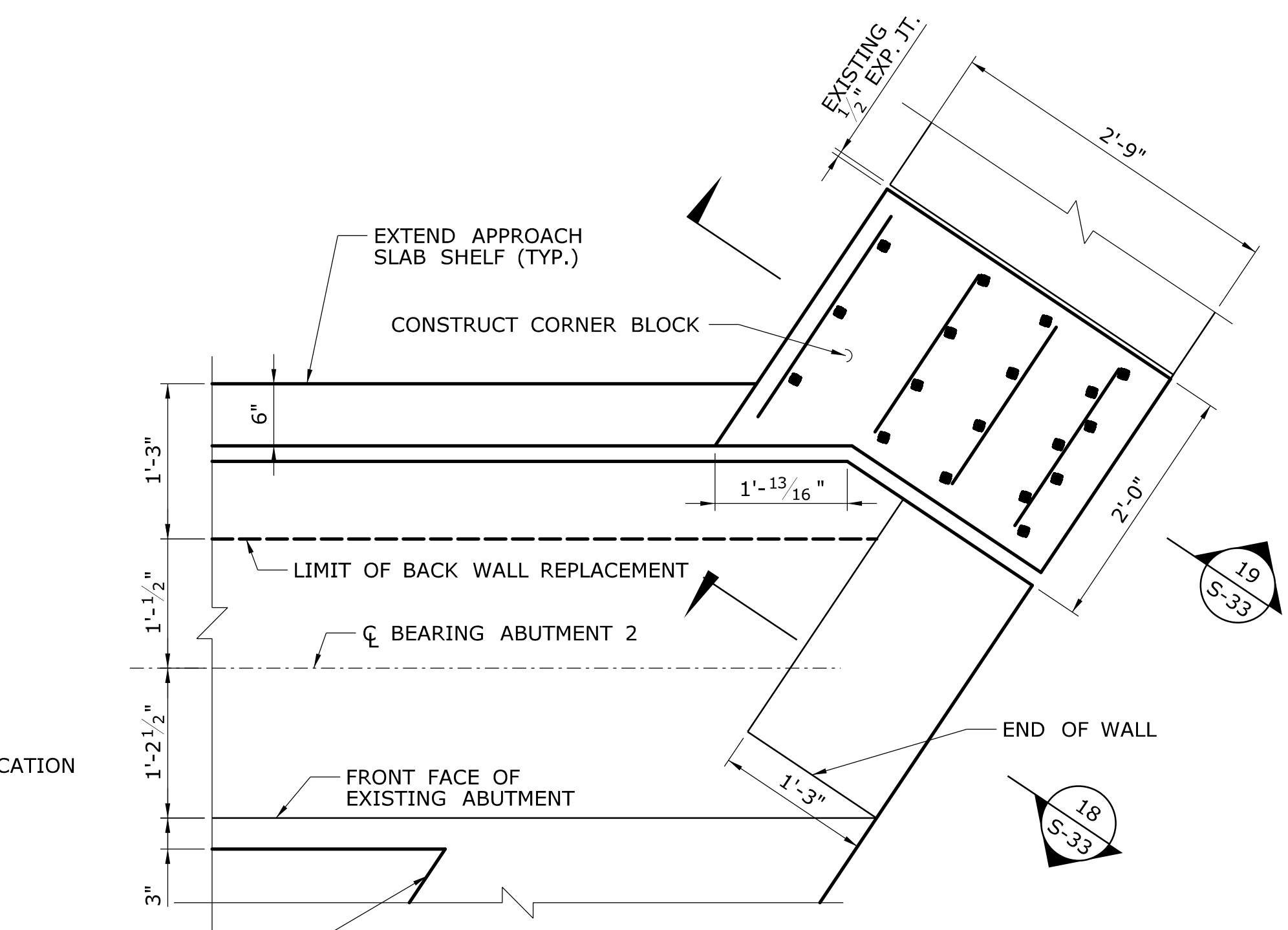
TOWN:
EAST HARTFORD
DRAWING TITLE:
**ABUTMENT
MODIFICATIONS 1**

PROJECT NO.
042-305
DRAWING NO.
S-31
SHEET NO.
02.04.31



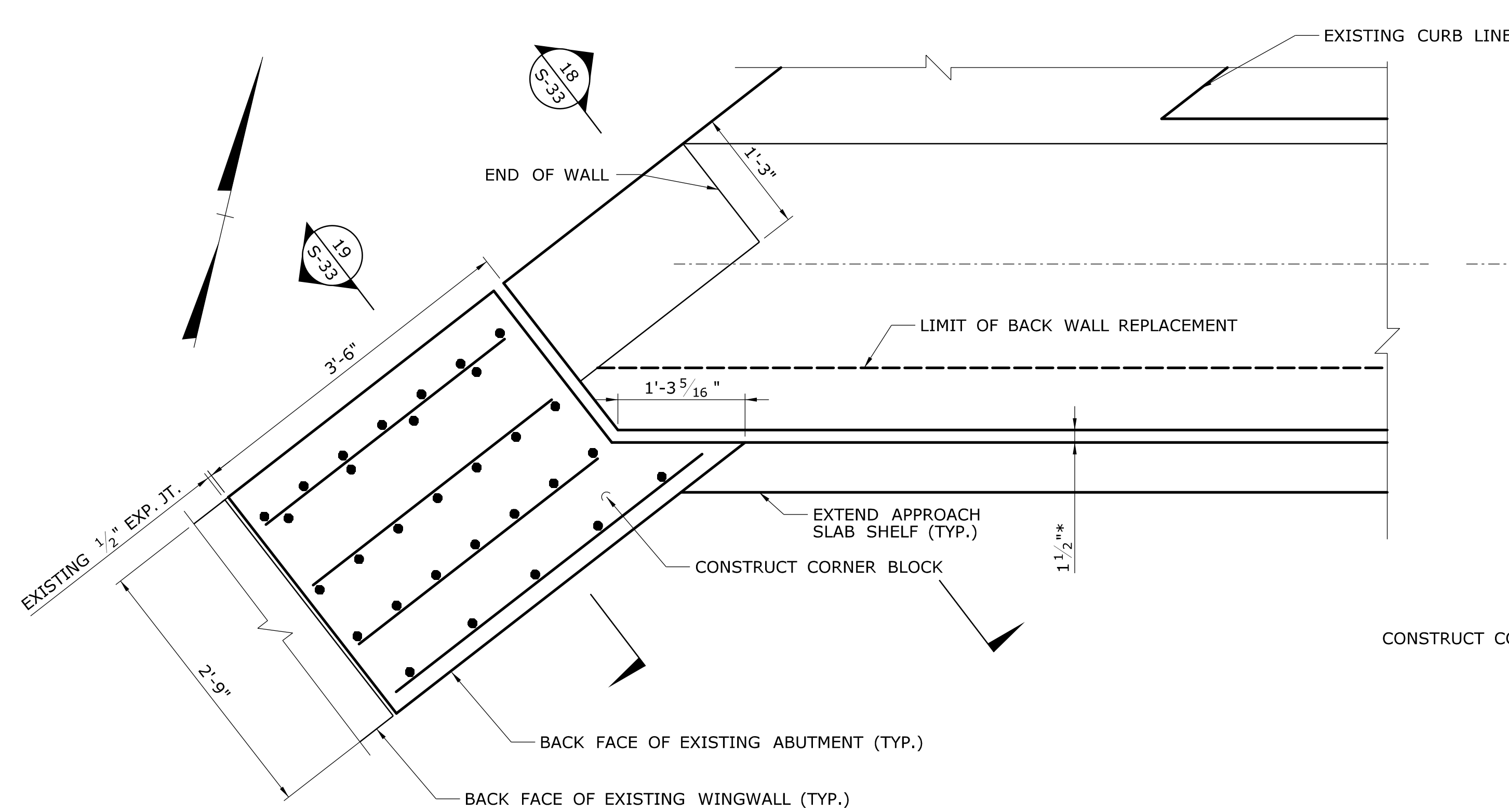
NORTHWEST CORNER MODIFICATION

SCALE: 1" = 1'-0"



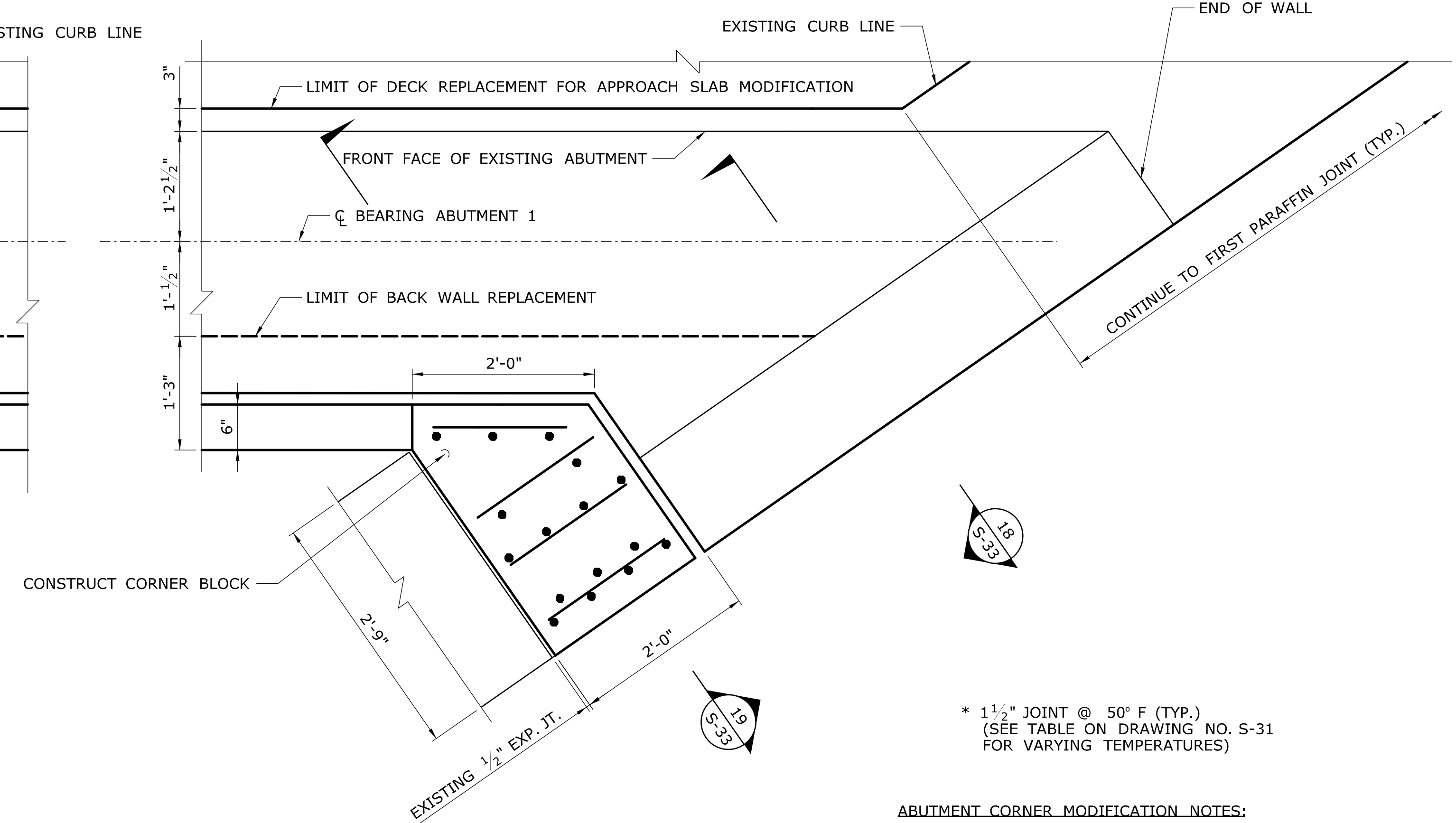
NORTHEAST CORNER MODIFICATION

SCALE: 1" = 1'-0"



SOUTHWEST CORNER MODIFICATION

SCALE: 1" = 1'-0"



SOUTHEAST CORNER MODIFICATION

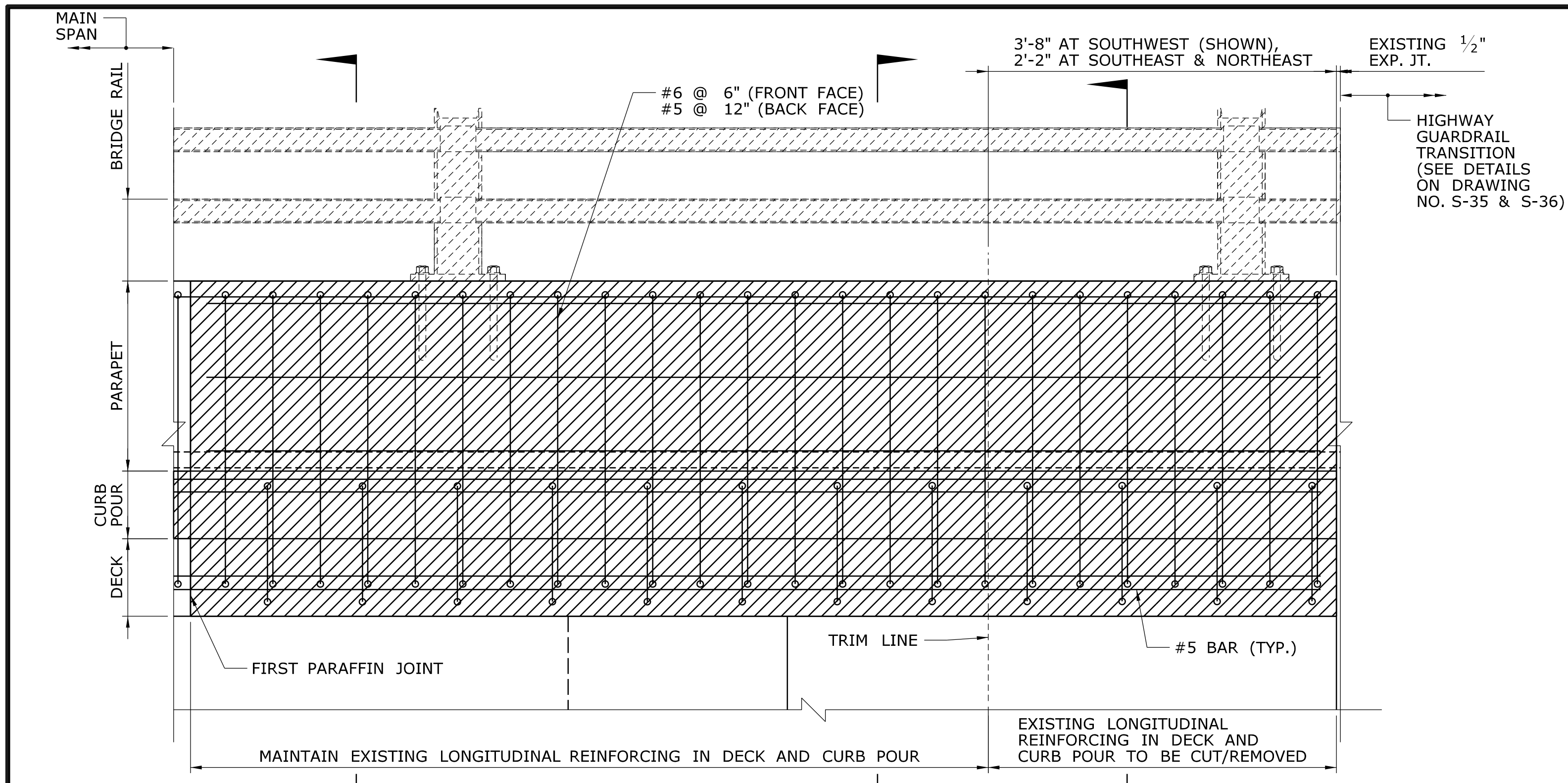
SCALE: 1" = 1'-0"

* 1 1/2" JOINT @ 50° F (TYP.)
(SEE TABLE ON DRAWING NO. S-31
FOR VARYING TEMPERATURES)

ABUTMENT CORNER MODIFICATION NOTES:

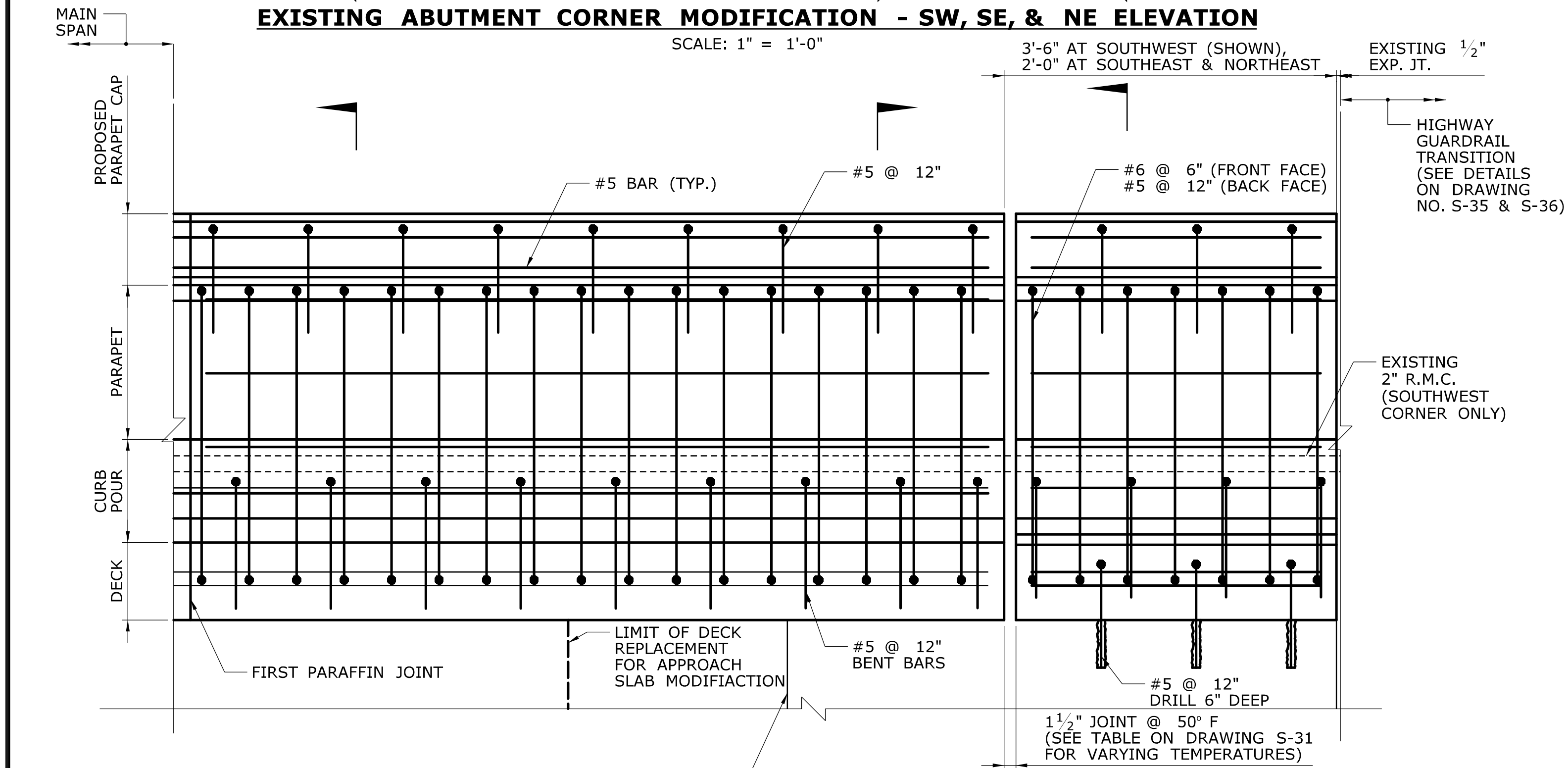
1. FOR ADDITIONAL DETAILS AND NOTES, SEE DRAWING NO. S-33.

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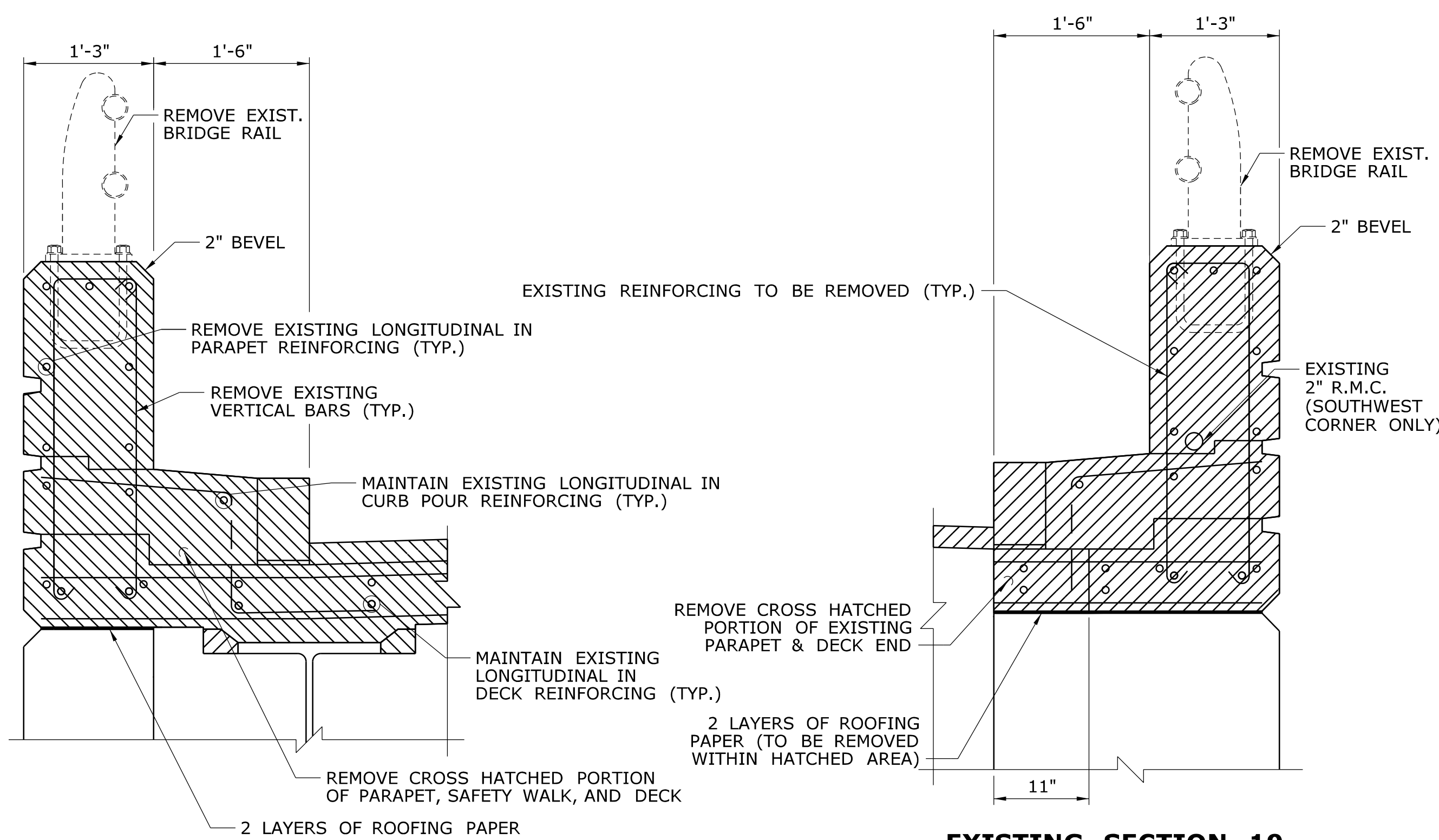
EXISTING ABUTMENT CORNER MODIFICATION - SW, SE, & NE ELEVATION

SCALE: 1" = 1'-0"



PROPOSED ABUTMENT CORNER MODIFICATION - SW, SE, & NE ELEVATION

SCALE: 1" = 1'-0"



**EXISTING SECTION 18
(DRAWING NO. S-32 & S-33)**

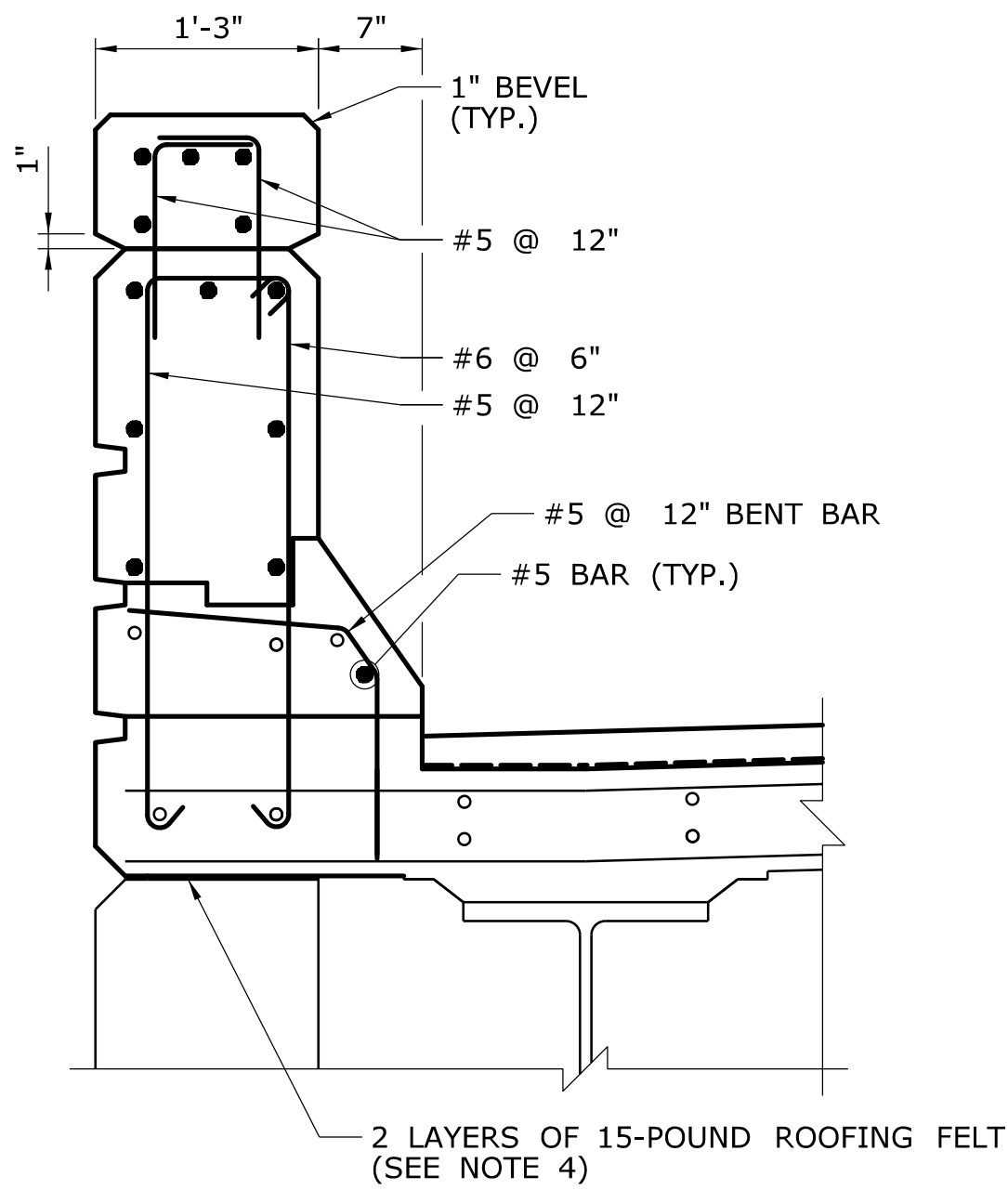
SCALE: 1" = 1'-0"

**EXISTING SECTION 19
(DRAWING NO. S-32 & S-33)**

SCALE: 1" = 1'-0"

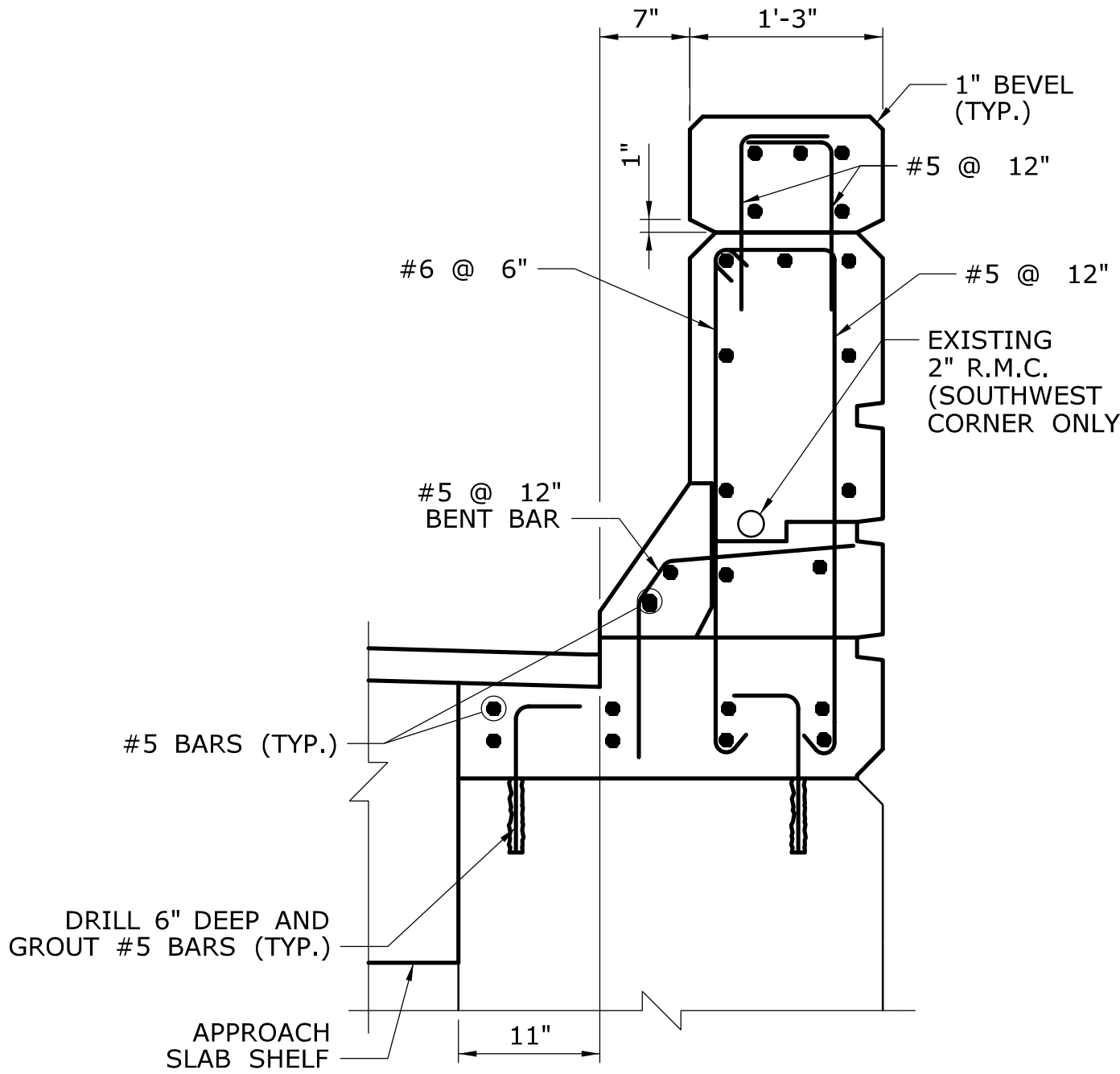
CORNER MODIFICATION NOTES:

1. EXISTING WINGWALL REINFORCEMENT OMITTED FOR CLARITY.
2. FOR PARAPET MODIFICATION NOTES AND DETAILS NOT SHOWN, SEE DRAWING NO. S-30.
3. FOR SILICONE EXPANSION JOINT DETAILS, SEE DRAWING NO. S-34.
4. THE COST OF FURNISHING AND PLACING 15-POUND ROOFING FELT IS INCLUDED IN THE ITEM FOR "CLASS 'F' CONCRETE".



**PROPOSED SECTION 18
(DRAWING NO. S-32 & S-33)**

SCALE: 1" = 1'-0"



**PROPOSED SECTION 19
(DRAWING NO. S-32 & S-33)**

SCALE: 1" = 1'-0"

| | | | |
|------|------|----------------------|-----------|
| REV. | DATE | REVISION DESCRIPTION | SHEET NO. |
| - | - | - | - |
| - | - | - | - |
| - | - | - | - |
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| - | - | - | - |
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| - | - | - | - |
| - | - | - | - |

THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 11/19/2014

DESIGNER/DRAFTER:
A. STUER
CHECKED BY:
C. D'ANNUNZIO
SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
Filename: ...S-33 - Abutment Modifications 3.dgn

SIGNATURE/
BLOCK:

C&C Consulting Engineers, LLC
214 Lincoln Street
Boston, MA 02134

PROJECT TITLE:

**REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833**

TOWN:

EAST HARTFORD
DRAWING TITLE:
**ABUTMENT
MODIFICATIONS 3**

PROJECT NO.

042-305

DRAWING NO.

S-33

SHEET NO.

02.04.33

SCALE: 1" = 1'-0"

SCALE: 1" = 1'-0"

SCALE: 1" = 1'-0"

SCALE: 1" = 1'-0"

SCALE: 1" = 1'-0"

SCALE: 1" = 1'-0"



SCALE: 1" = 1'-0"

SCALE: 1" = 1'-0"

NTS

PARAFFIN JOINT NOTES:

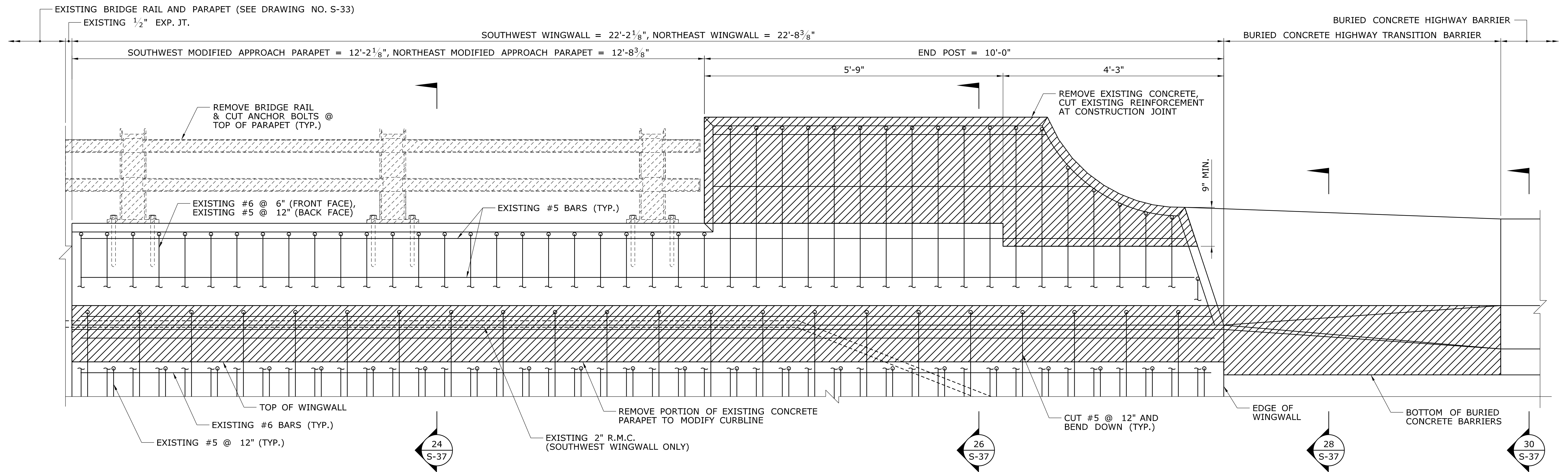
1. DO NOT CARRY LONGITUDINAL BARS THROUGH THE PARAFFIN JOINT COATED AREA. END THE REINFORCEMENT 2" CLEAR OF JOINT.
2. JOINT SHALL BE SQUARE TO FACE OF CURB.

| | | | | | | | | | | | | | |
|--------------------------|------|----------------------|-----------|---|--------------------------------------|---|--|--|-----------------------------------|-------------------------------|--|----------------------------|------------------------------|
| - | - | - | - | THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED. | DESIGNER/DRAFTER:
A. STUER | 
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION | SIGNATURE/
BLOCK:

C&C Consulting Engineers, LLC
214 Lincoln Street
Boston, MA 02134 | PROJECT TITLE:

REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833 | TOWN:

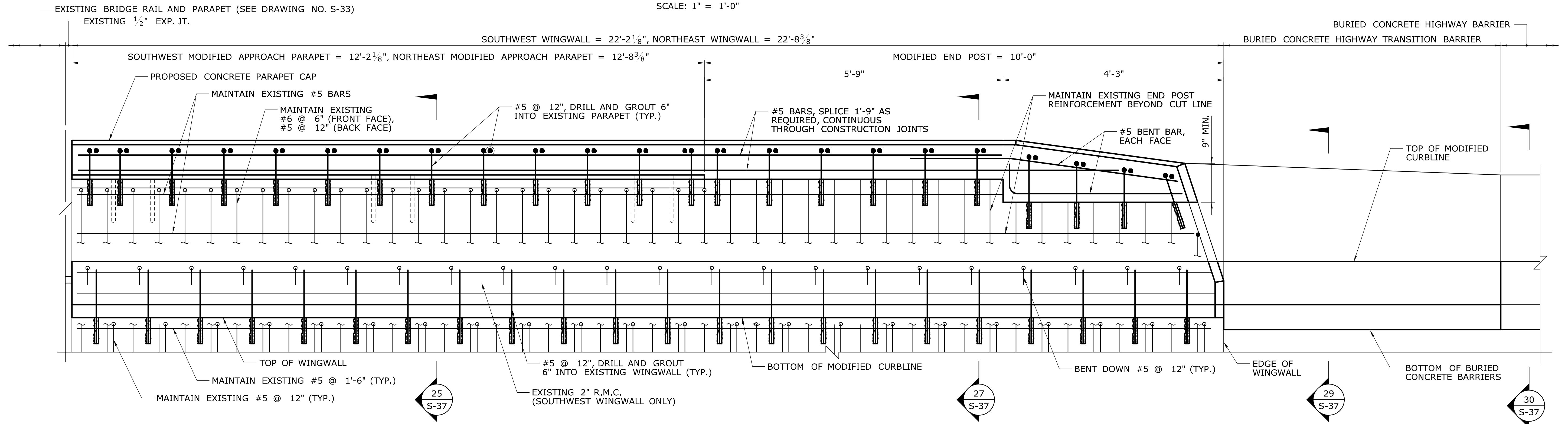
EAST HARTFORD | PROJECT NO.
042-305 | | | |
| - | - | - | - | | CHECKED BY:
C. D'ANNUNZIO | | | | | | DRAWING TITLE:

MISC. DETAILS | DRAWING NO.
S-34 | |
| - | - | - | - | | SCALE AS NOTED | | | | | | | | SHEET NO.
02.04.34 |
| REV. | DATE | REVISION DESCRIPTION | SHEET NO. | | | | | | | | | | |
| Plotted Date: 11/19/2014 | | | | | | | | | | | | | |
| | | | | | Filename: ...S-34 - Misc Details.dgn | | | | | | | | |



EXISTING HIGHWAY GUARDRAIL TRANSITION - SW & NE ELEVATION

SCALE: 1" = 1'-0"



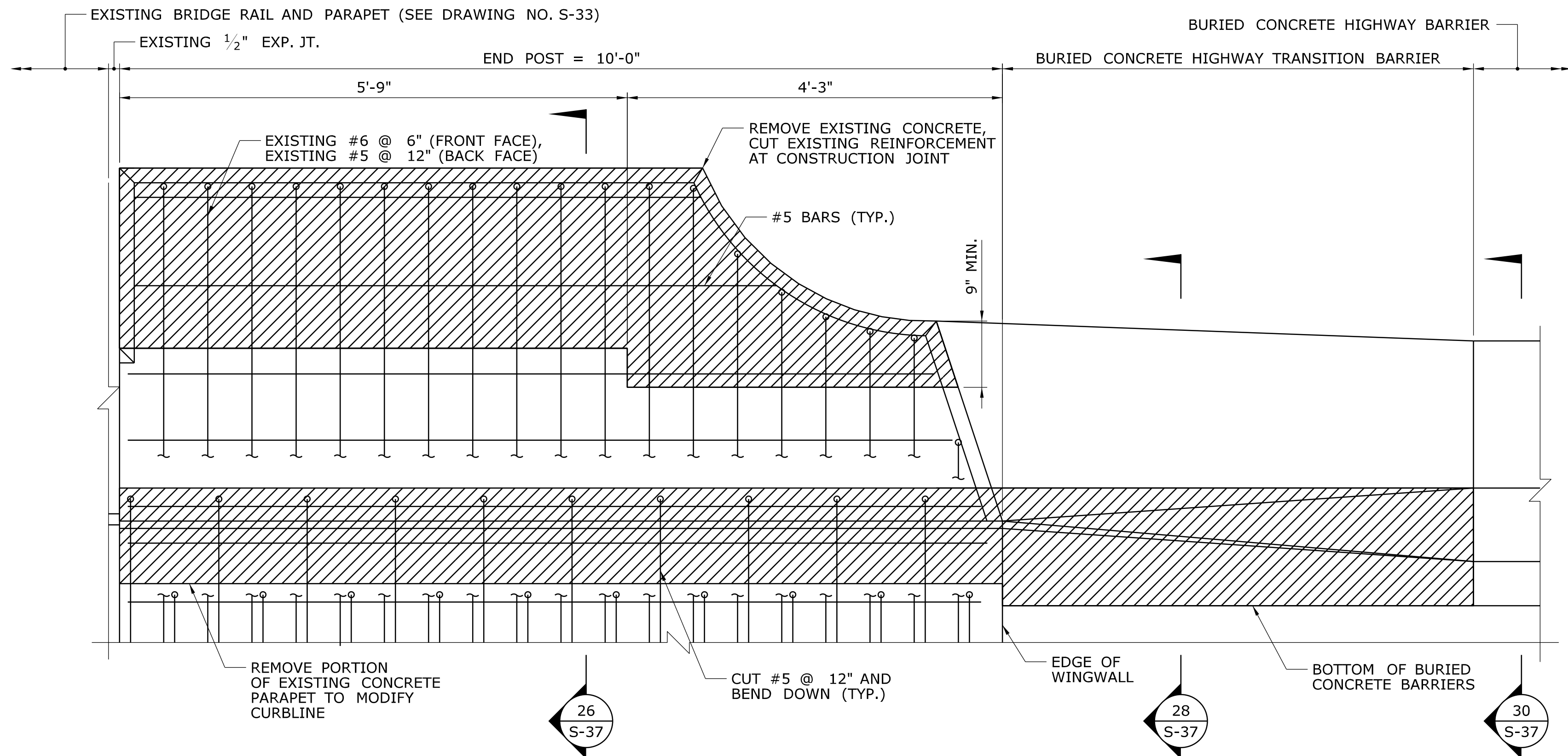
PROPOSED HIGHWAY GUARDRAIL TRANSITION - SW & NE ELEVATION

SCALE: 1" = 1'-0"

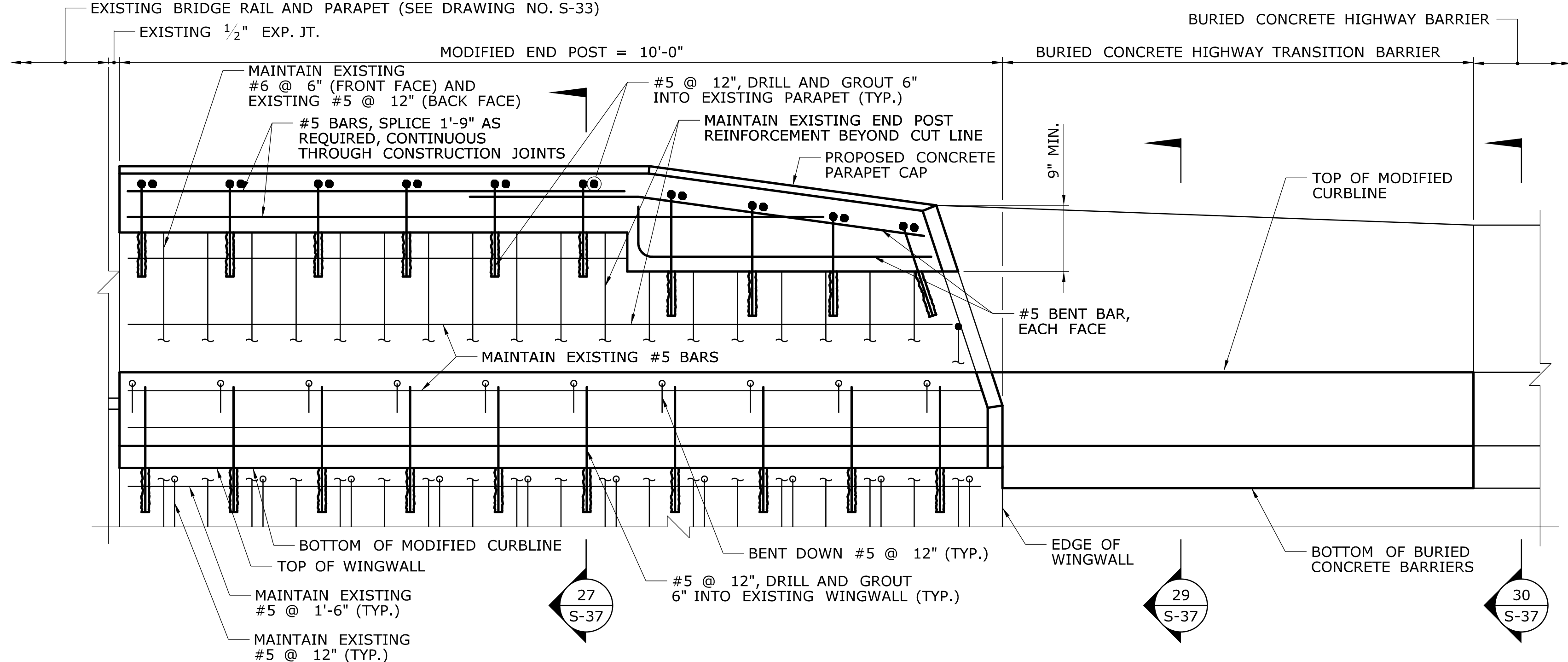
HIGHWAY GUARDRAIL TRANSITION NOTES:

- FOR ADDITIONAL DETAILS AND NOTES, SEE DRAWING NO. S-37.

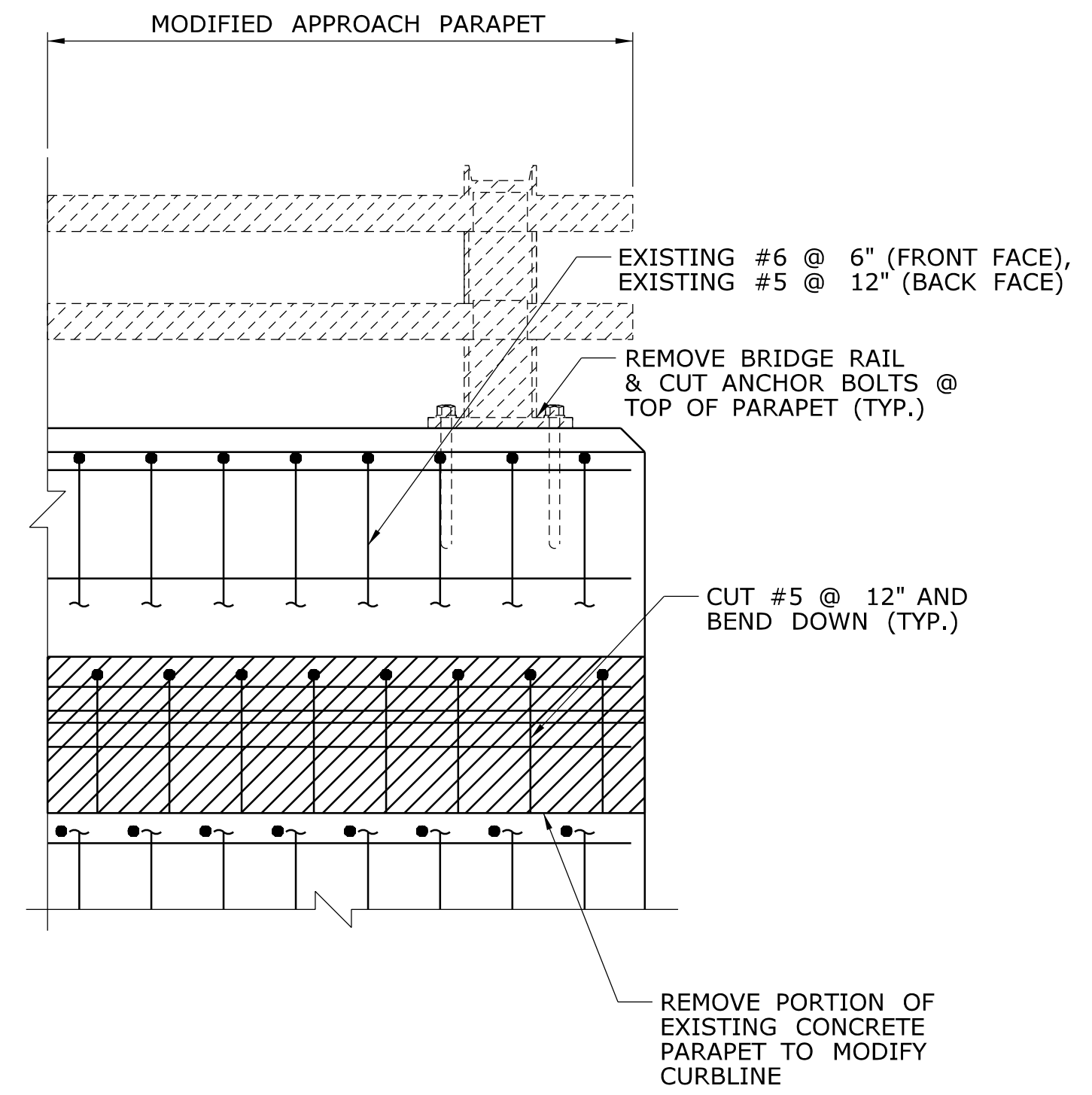
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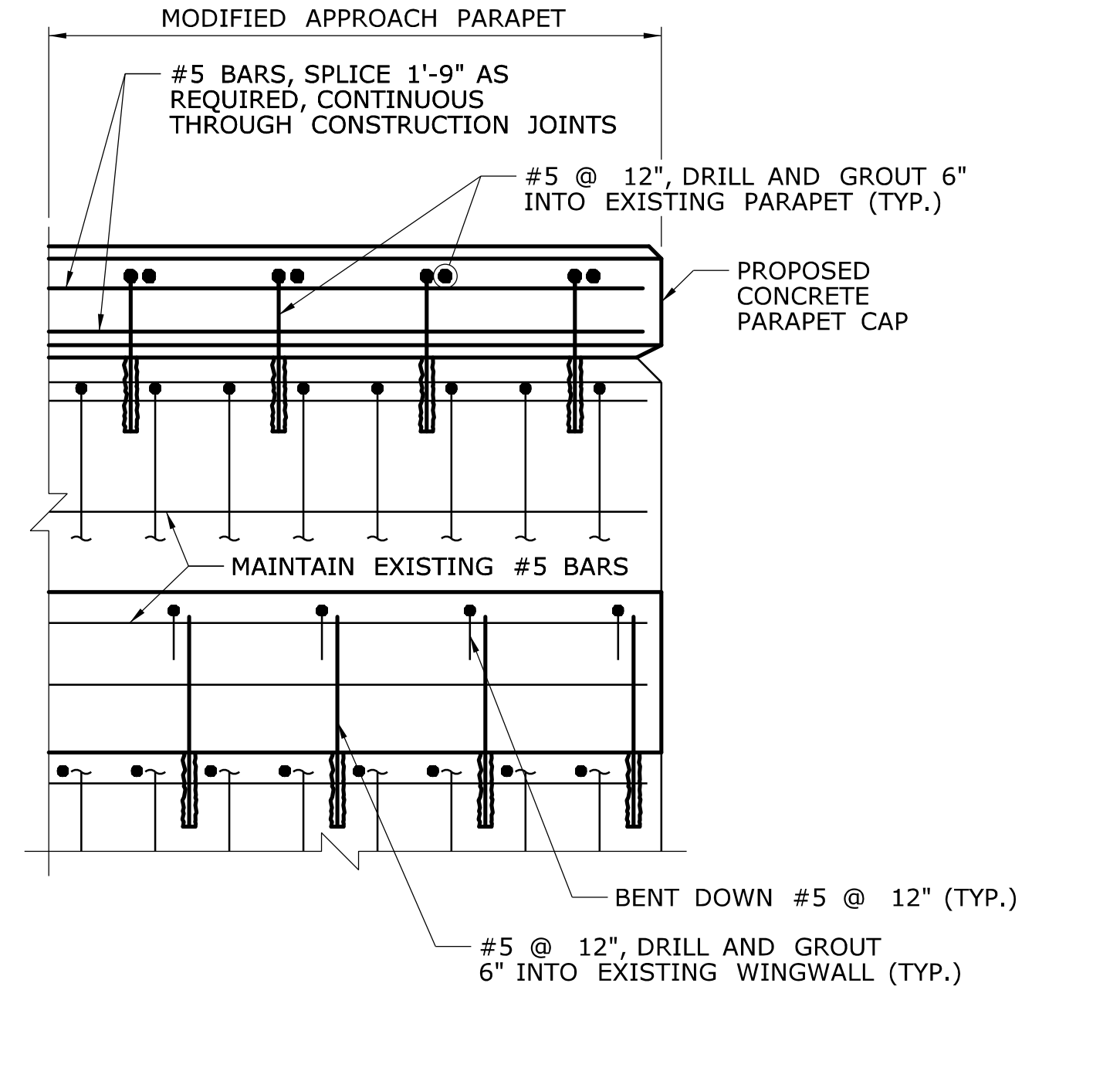
EXISTING HIGHWAY GUARDRAIL TRANSITION - SE ELEVATION
SCALE: 1" = 1'-0"



PROPOSED HIGHWAY GUARDRAIL TRANSITION - SE ELEVATION
SCALE: 1" = 1'-0"




EXISTING HIGHWAY GUARDRAIL TRANSITION - NW ELEVATION
SCALE: 1" = 1'-0"




PROPOSED HIGHWAY GUARDRAIL TRANSITION - NW ELEVATION
SCALE: 1" = 1'-0"

HIGHWAY GUARDRAIL TRANSITION NOTES:
1. FOR ADDITIONAL DETAILS AND NOTES, SEE DRAWING NO. S-37.

| | | | | | | | | | | | | | | | |
|------|------|----------------------|-----------|---|--|--|--|---|--|--|--|--|--|---|--|
| | | | | DESIGNER/DRAFTER:
A. STUER
CHECKED BY:
C. D'ANNUNZIO

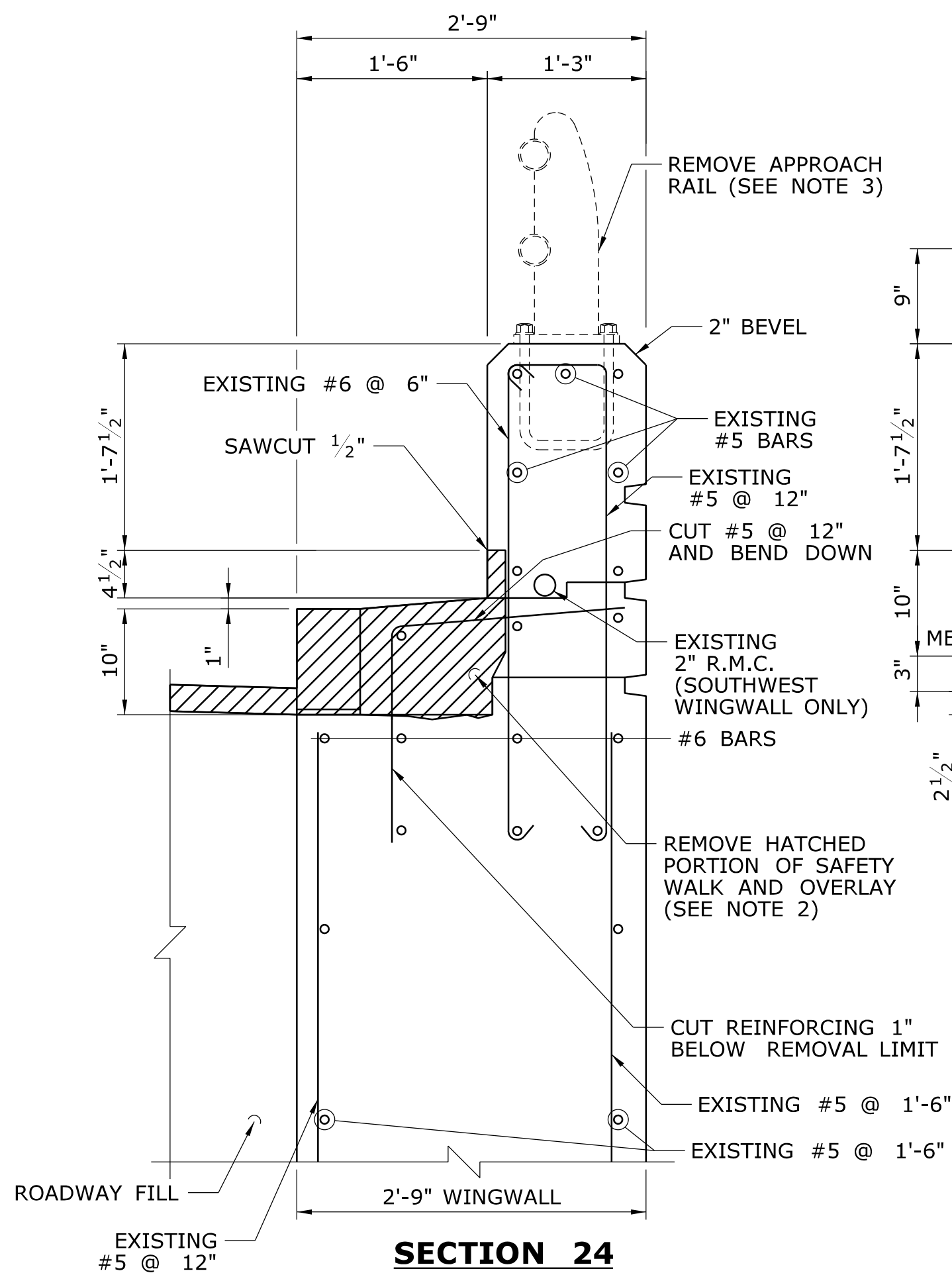
SCALE AS NOTED | | 
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...S-36 - HGT Details 2.dgn | | SIGNATURE/
BLOCK:

C&C Consulting
Engineers, LLC
214 Lincoln Street
Boston, MA 02134 | | PROJECT TITLE:

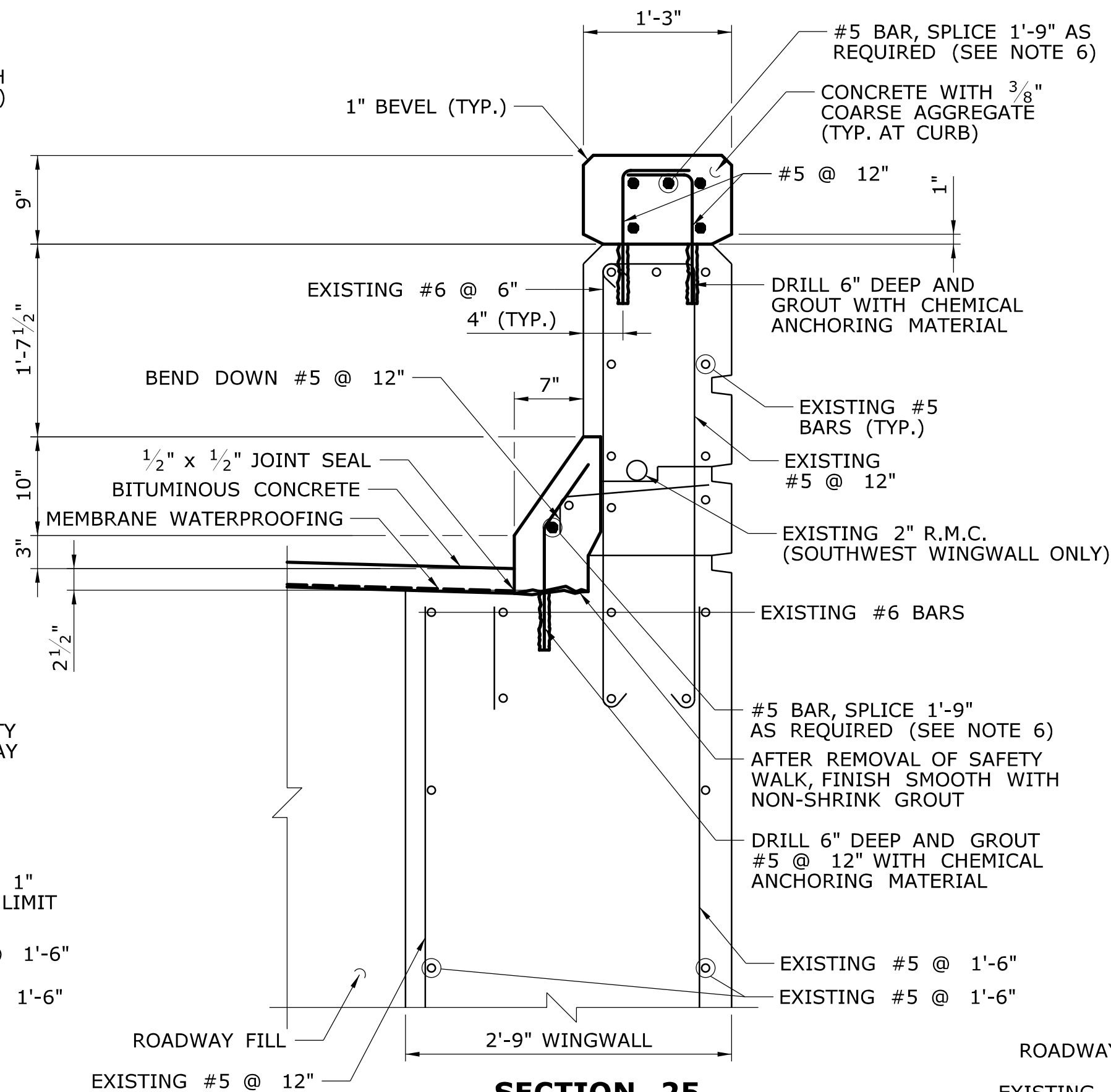
REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833 | | TOWN:

EAST HARTFORD

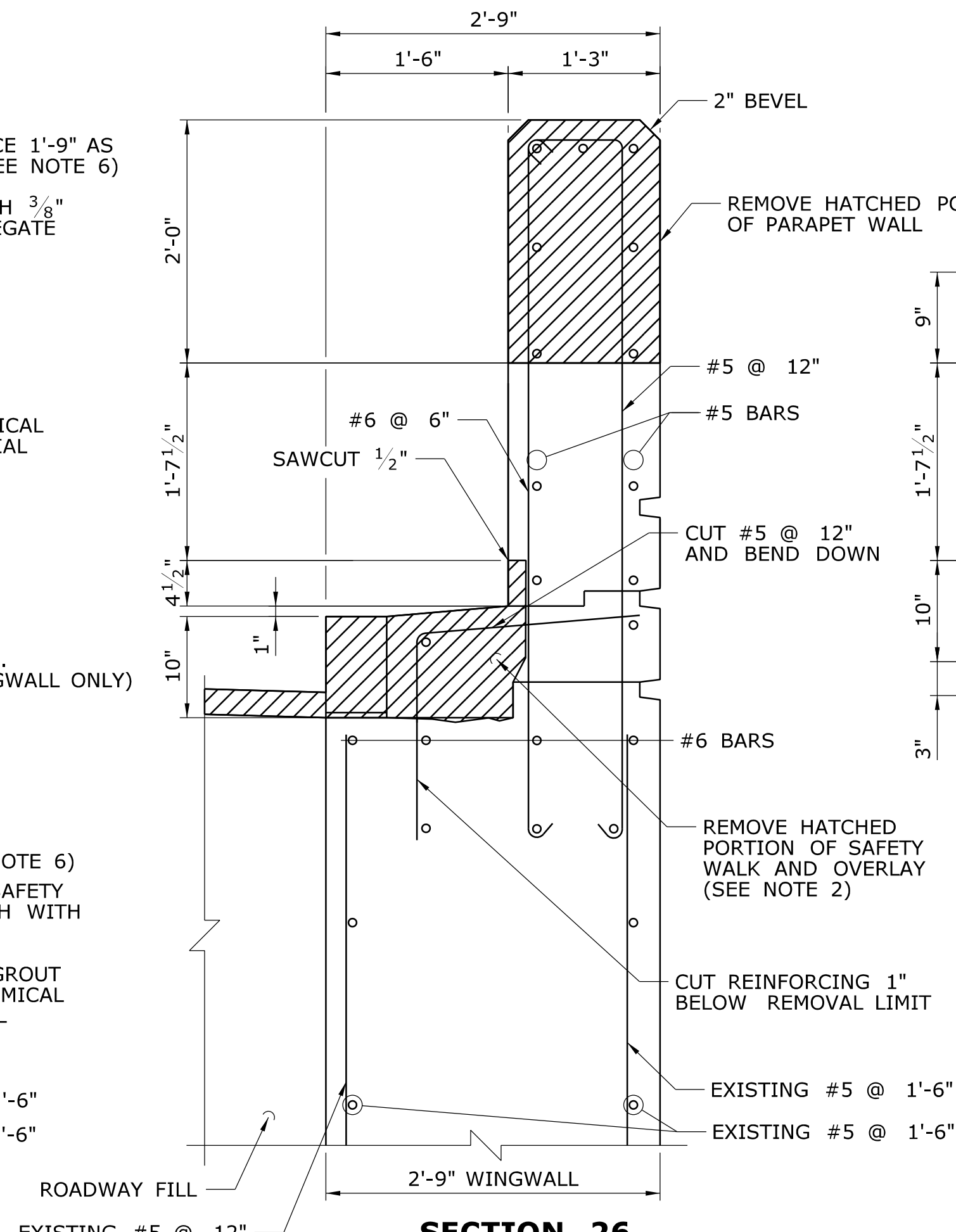
DRAWING TITLE:
HIGHWAY GUARDRAIL
TRANSITION DETAILS 2 | | PROJECT NO.
042-305
DRAWING NO.
S-36
SHEET NO.
02.04.36 | |
| REV. | DATE | REVISION DESCRIPTION | SHEET NO. | Plotted Date: 11/19/2014 | | | | | | | | | | | |



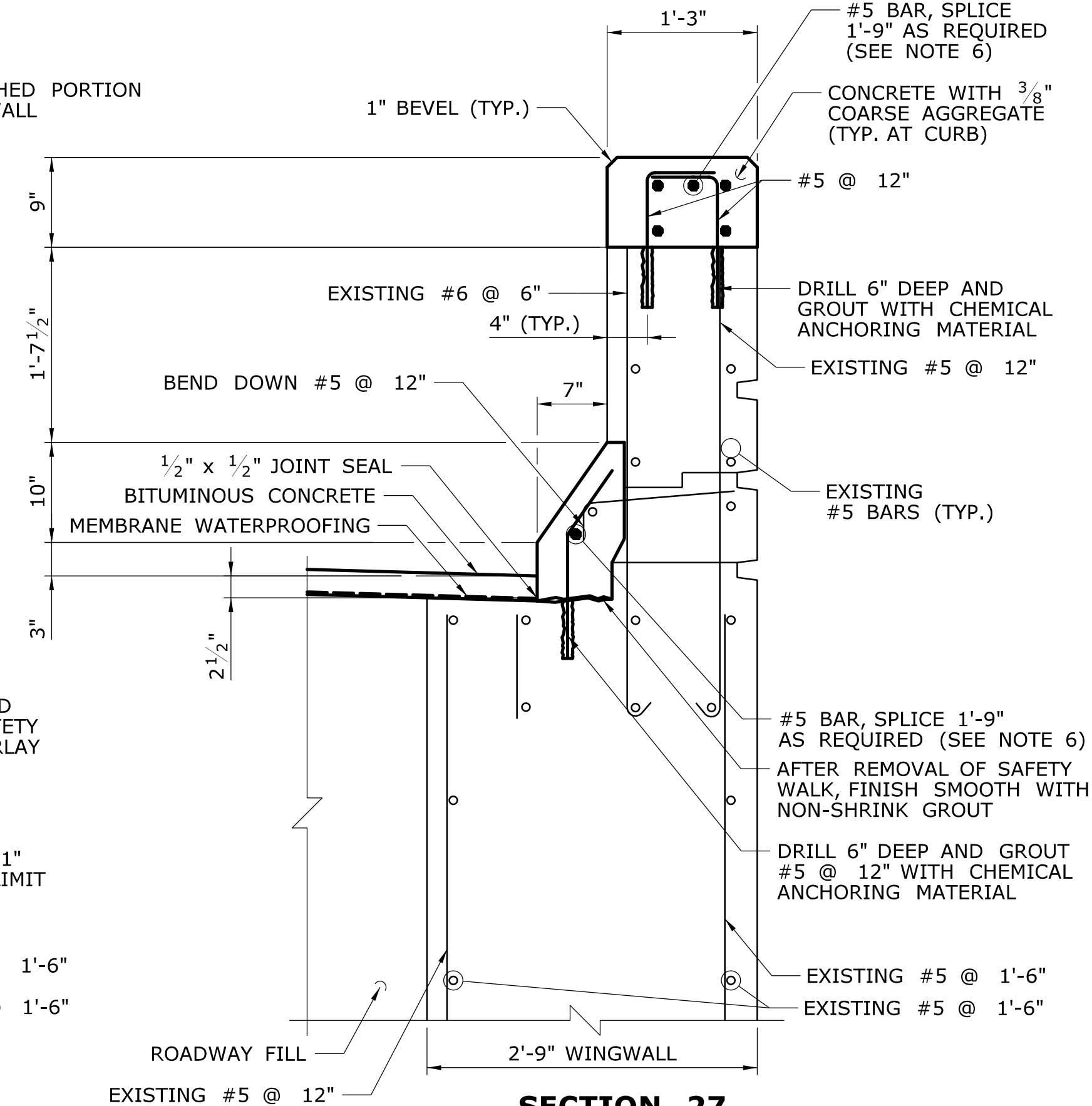
SECTION 24
(DRAWING NO. S-35)
SCALE: 1" = 1'-0"



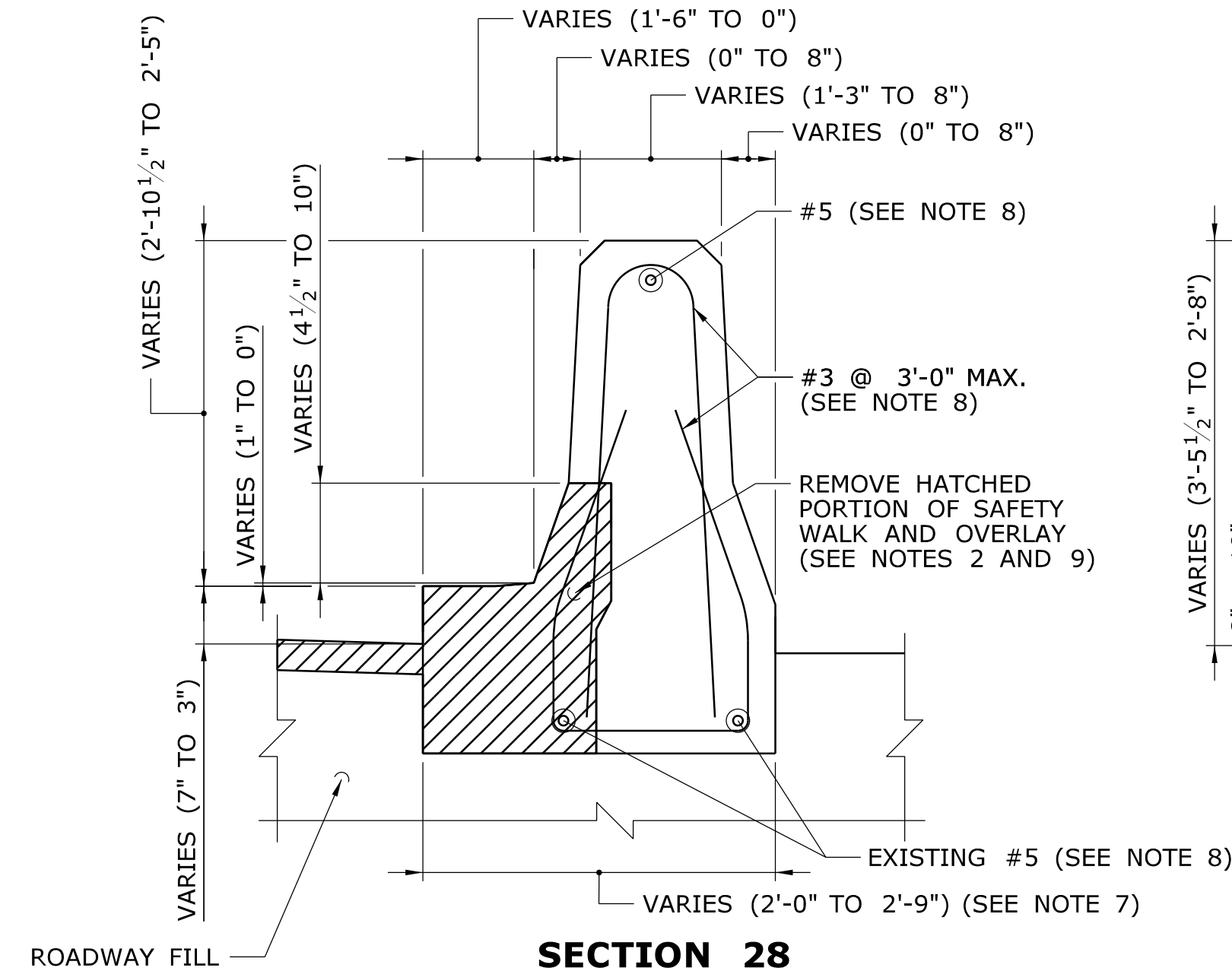
SECTION 25
(DRAWING NO. S-35)
SCALE: 1" = 1'-0"



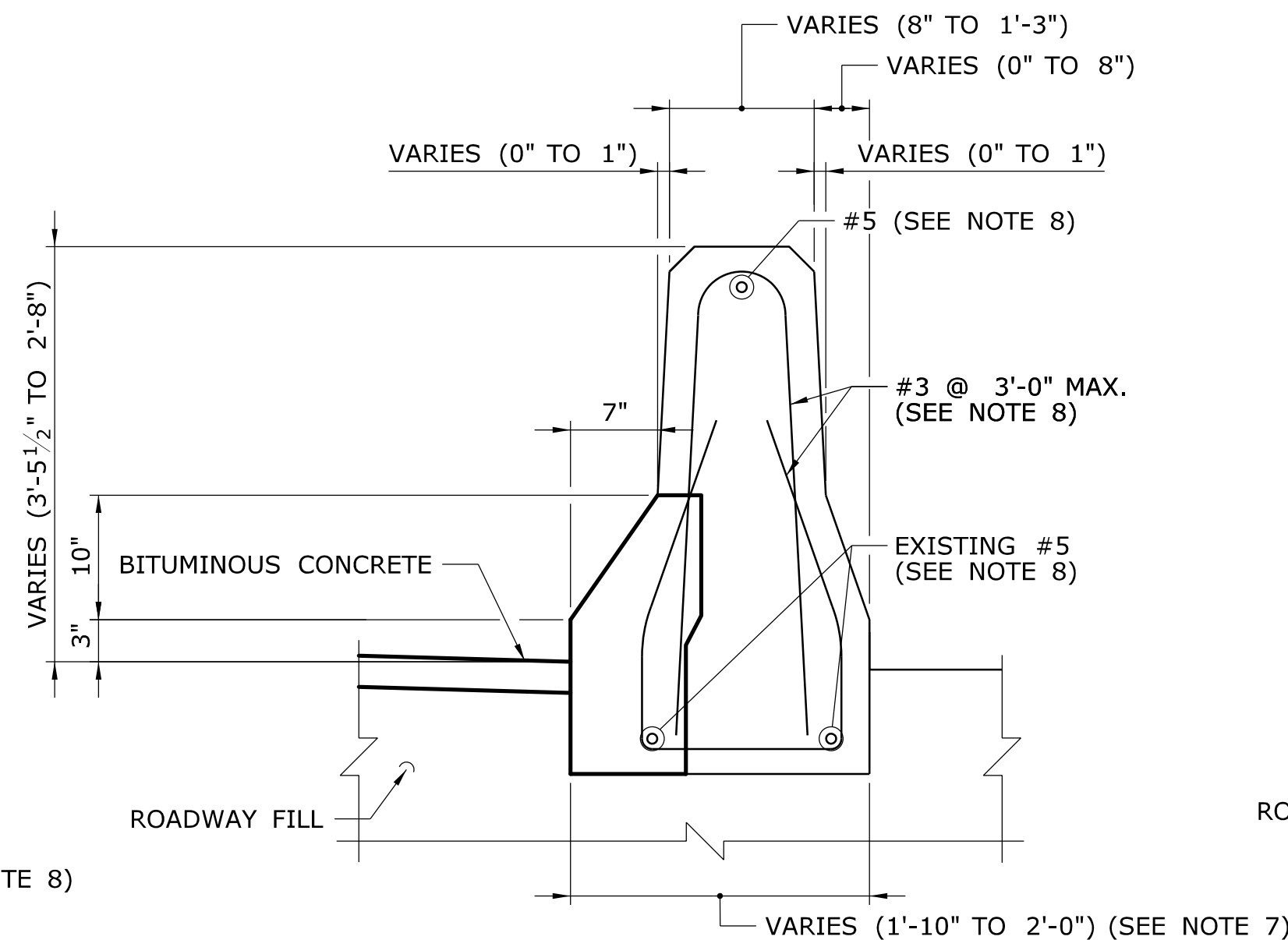
SECTION 26
(DRAWING NO. S-35 & S-36)
SCALE: 1" = 1'-0"



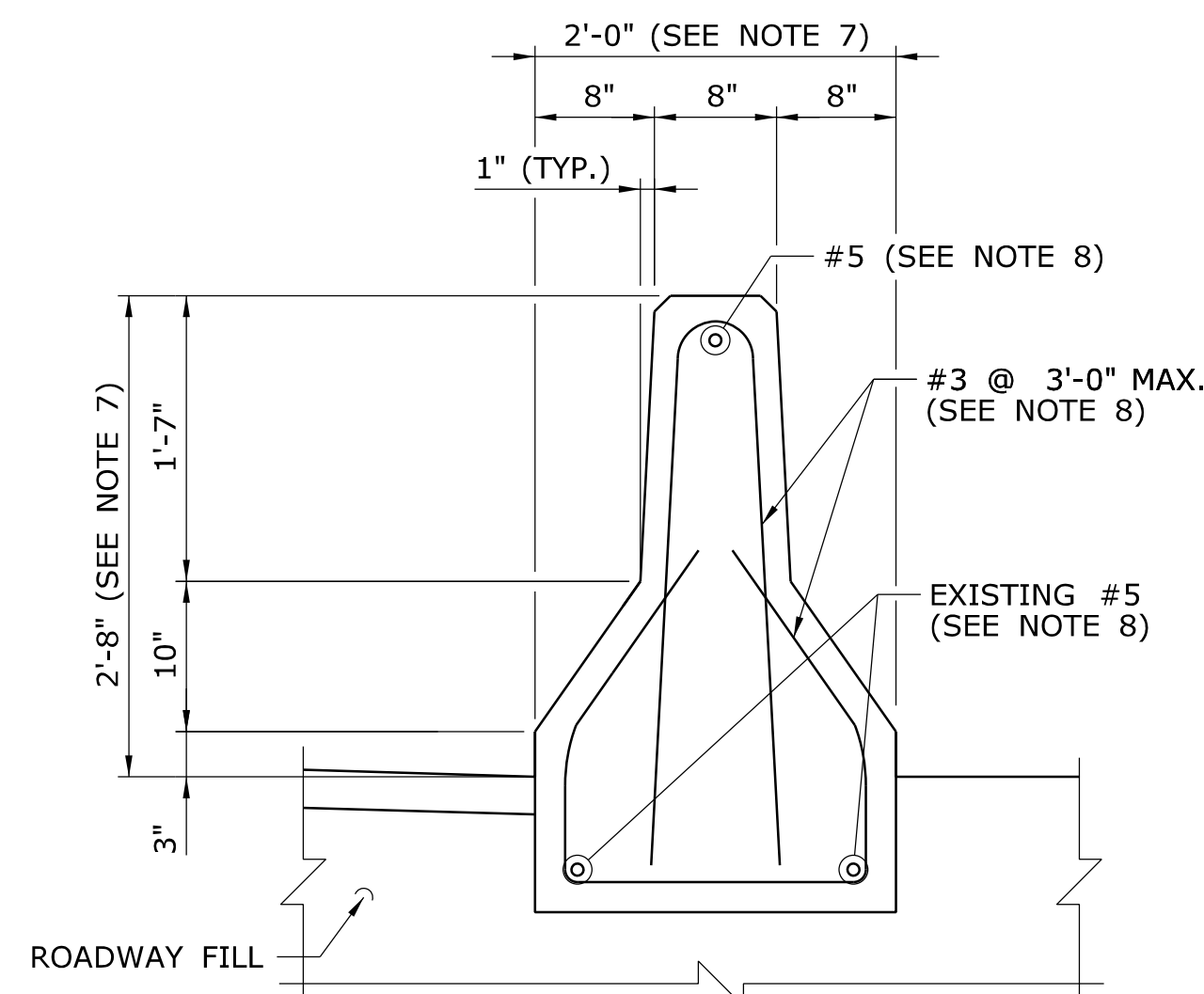
SECTION 27
(DRAWING NO. S-35 & S-36)
SCALE: 1" = 1'-0"



SECTION 28
(DRAWING NO. S-35 & S-36)
SCALE: 1" = 1'-0"



SECTION 29
(DRAWING NO. S-35 & S-36)
SCALE: 1" = 1'-0"



SECTION 30
(DRAWING NO. S-35 & S-36)
SCALE: 1" = 1'-0"

HIGHWAY GUARDRAIL TRANSITION NOTES:

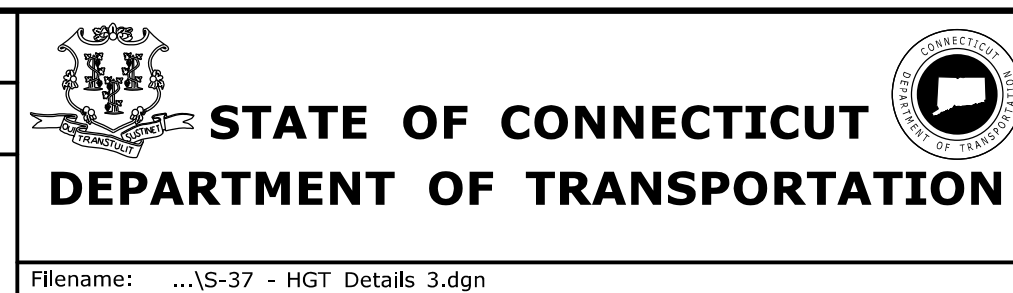
1. THE CONCRETE FOR THE PARAPET MODIFICATIONS SHALL BE A PORTLAND CEMENT CONCRETE WITH A MINIMUM STRENGTH OF 4000 PSI, AND SHALL BE DESIGNED BY THE CONTRACTOR.
2. THE REMOVAL OF THE CONCRETE SAFETY WALK, DRILLING AND GROUTING DOWELS, FURNISHING AND PLACING REINFORCEMENT AND PLACING AND FINISHING CONCRETE FOR THE RECONSTRUCTED CURBS SHALL BE PAID FOR UNDER THE ITEM "MODIFY BRIDGE PARAPET".
3. THE REMOVAL OF METAL BRIDGE RAIL, DRILLING AND GROUTING DOWELS INTO THE TOP OF CONCRETE PARAPETS, FURNISHING AND PLACING OF CONCRETE REINFORCEMENT AND PLACING CONCRETE FOR THE RECONSTRUCTED PARAPET CAPS SHALL BE PAID FOR UNDER THE ITEM "BRIDGE PARAPET CAP".
4. DIAMETER OF DRILLED HOLES SHALL BE PER THE CHEMICAL ANCHOR MANUFACTURER'S INSTRUCTIONS.
5. REMOVAL OF ANY EXISTING CURB PLATES IN THE SAFETY WALK SHALL BE PAID FOR UNDER ITEM "MODIFY BRIDGE PARAPET".
6. DO NOT CARRY LONGITUDINAL BARS THROUGH PARAFFIN JOINTS OR EXPANSION JOINTS. END THE REINFORCEMENT 2" CLEAR OF JOINT.
7. DIMENSIONS FOR THE BURIED CONCRETE BARRIER ARE BASED ON THE CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SHEET FOR PRECAST CONCRETE BARRIER CURBS. THE CONTRACTOR SHALL FIELD VERIFY BARRIER GEOMETRY PRIOR TO CONSTRUCTION AND MODIFY BURIED CONCRETE BARRIER TRANSITION UNIT AS NECESSARY TO CONNECT PROPOSED AND EXISTING CURBLINES.
8. REINFORCEMENT DETAILING FOR THE BURIED CONCRETE BARRIER AND TRANSITION UNIT ARE BASED ON THE CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SHEET FOR PRECAST CONCRETE BARRIER CURBS.
9. AFTER REMOVAL OF THE SAFETY CURB ALONG THE BURIED CONCRETE TRANSITION BARRIER, THE CONTRACTOR SHALL SPECIFY REINFORCING FOR THE PROPOSED CONCRETE CURB AND METHODS FOR ANCHORING IT TO THE EXISTING CONCRETE TRANSITION BARRIER.

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Plotted Date: 11/19/2014

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A. STUER
CHECKED BY:
C. D'ANNUNZIO
SCALE AS NOTED

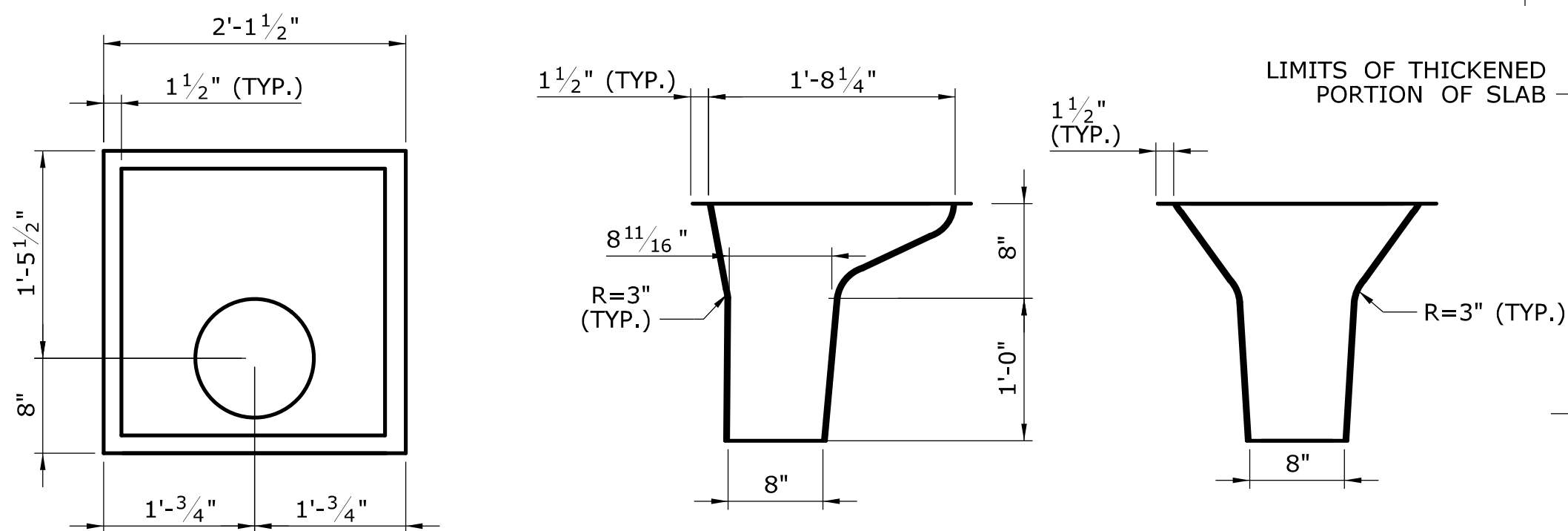
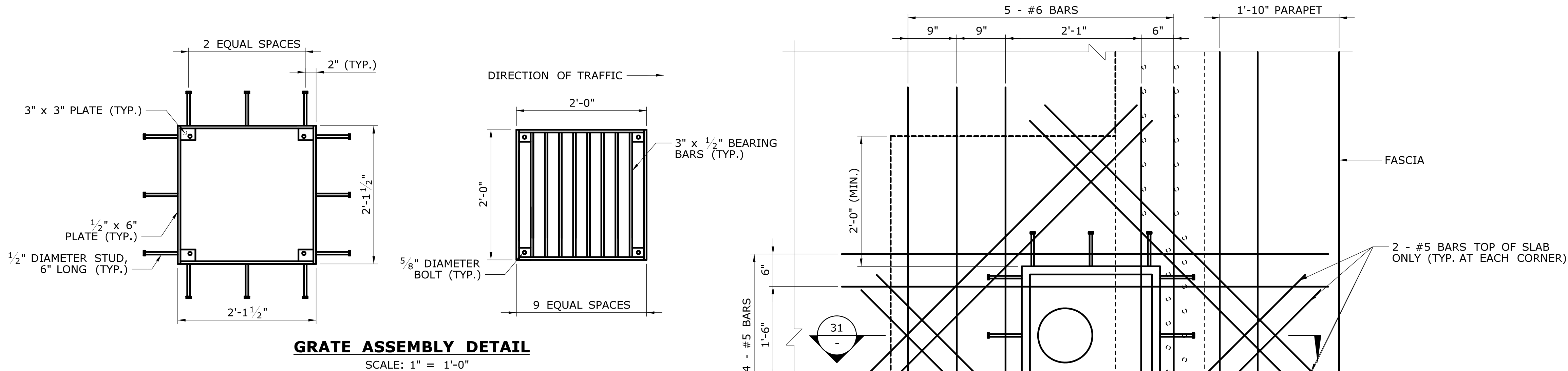


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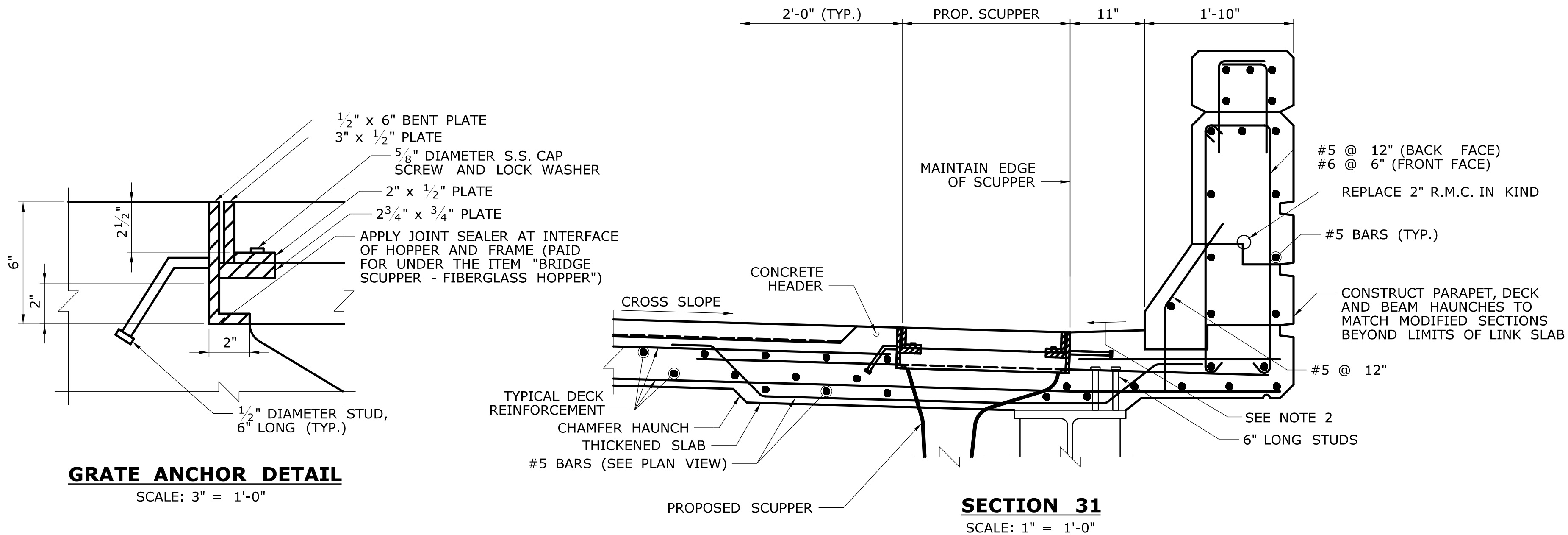
C&C Consulting
Engineers, LLC
214 Lincoln Street
Boston, MA 02134

PROJECT TITLE:
**REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833**

TOWN:
EAST HARTFORD
DRAWING TITLE:
**HIGHWAY GUARDRAIL
TRANSITION DETAILS 3**
PROJECT NO.
042-305
DRAWING NO.
S-37
SHEET NO.
02.04.37

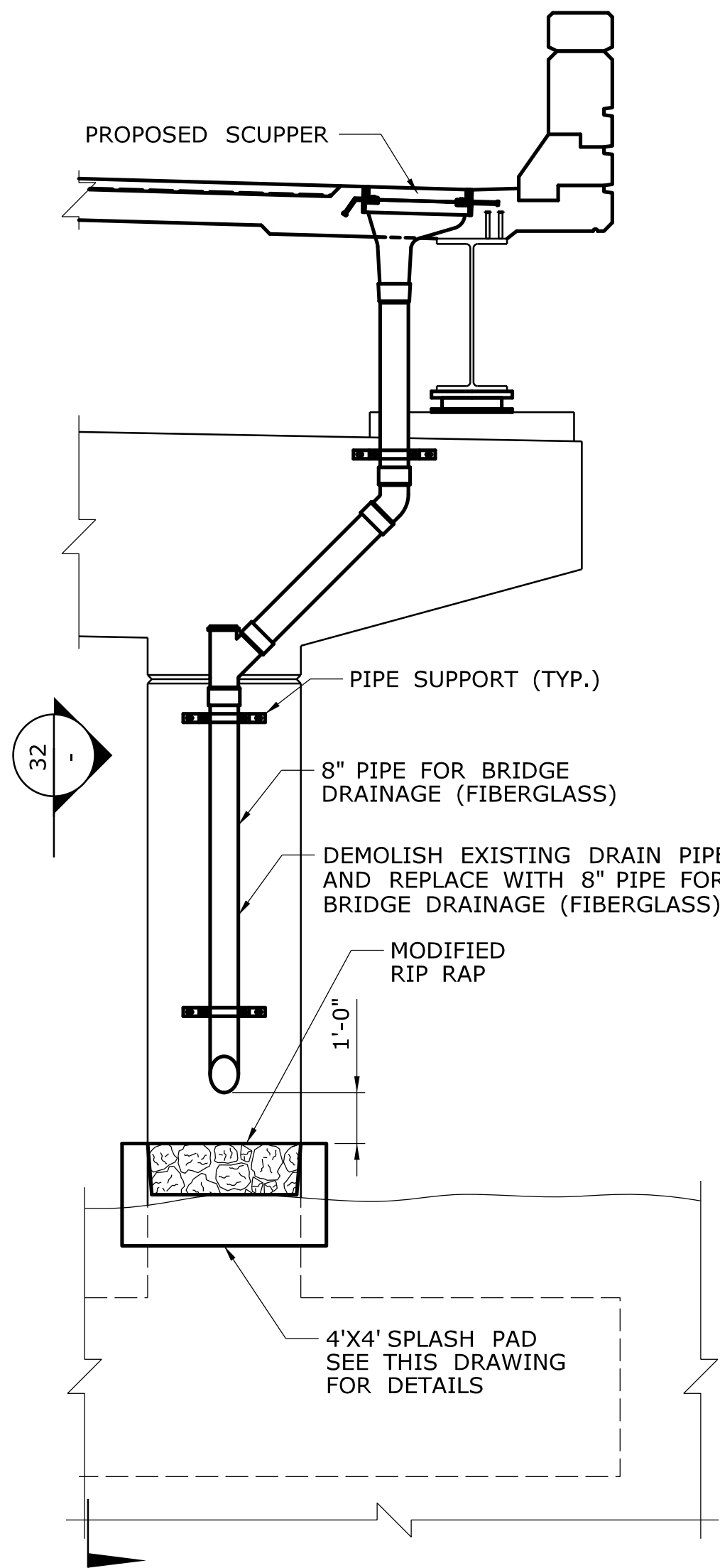


GRATE ANCHOR DETAIL
SCALE: 3" = 1'-0"

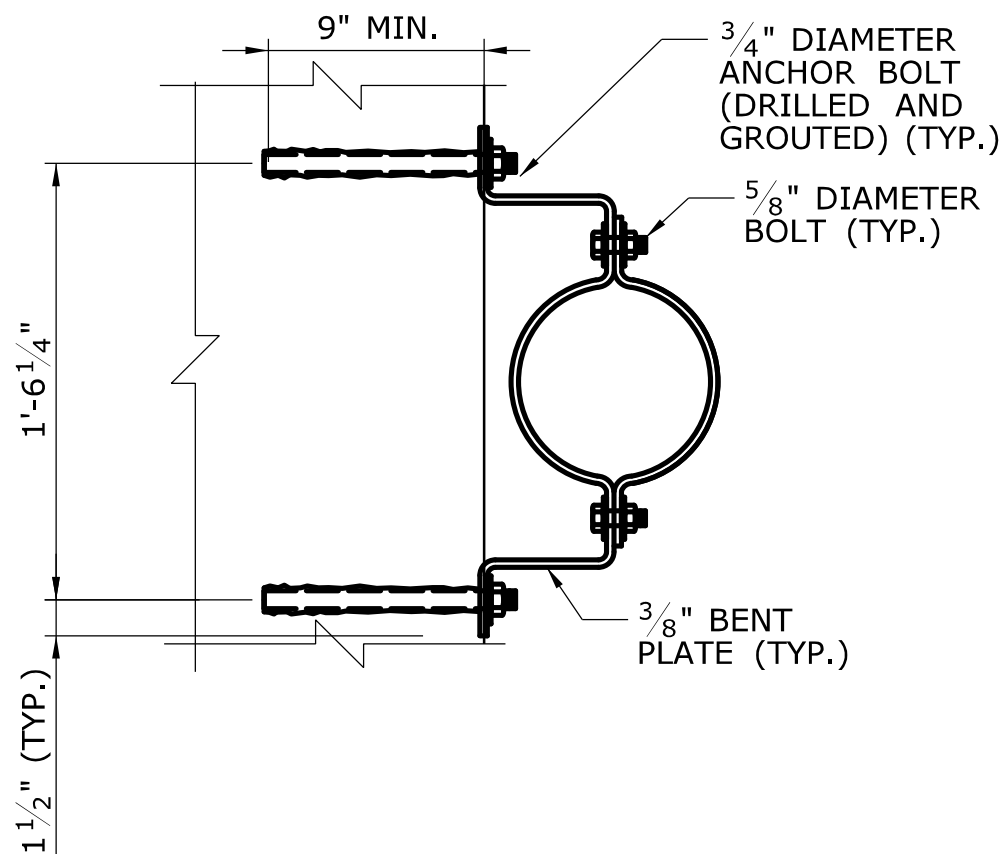


- SCUPPER NOTES:**
- EXISTING SHEAR STUDS ARE ARRANGED ON ONE SIDE OF THE TOP FLANGE TO ACCOMMODATE THE SCUPPERS. REMOVE AND REPLACE SHEAR STUDS AS REQUIRED TO INSTALL THE PROPOSED LINK SLAB. ANY NEW SHEAR STUDS AT SCUPPER LOCATIONS SHALL BE ARRANGED ON ONE SIDE OF THE TOP FLANGE TO ACCOMMODATE THE PROPOSED SCUPPERS. SEE DRAWING NO. S-13 FOR SHEAR STUD DETAILS.
 - PROPOSED SCUPPERS SHALL BE SET TO MATCH EXISTING SCUPPER LOCATIONS. DUE TO THE RELOCATION OF THE CURBLINE, THE WEARING SURFACE BETWEEN THE SCUPPER AND PROPOSED CURB SHALL BE SLOPED TO FACILITATE DRAINAGE AND AVOID PONDING ALONG THE CURBLINE.

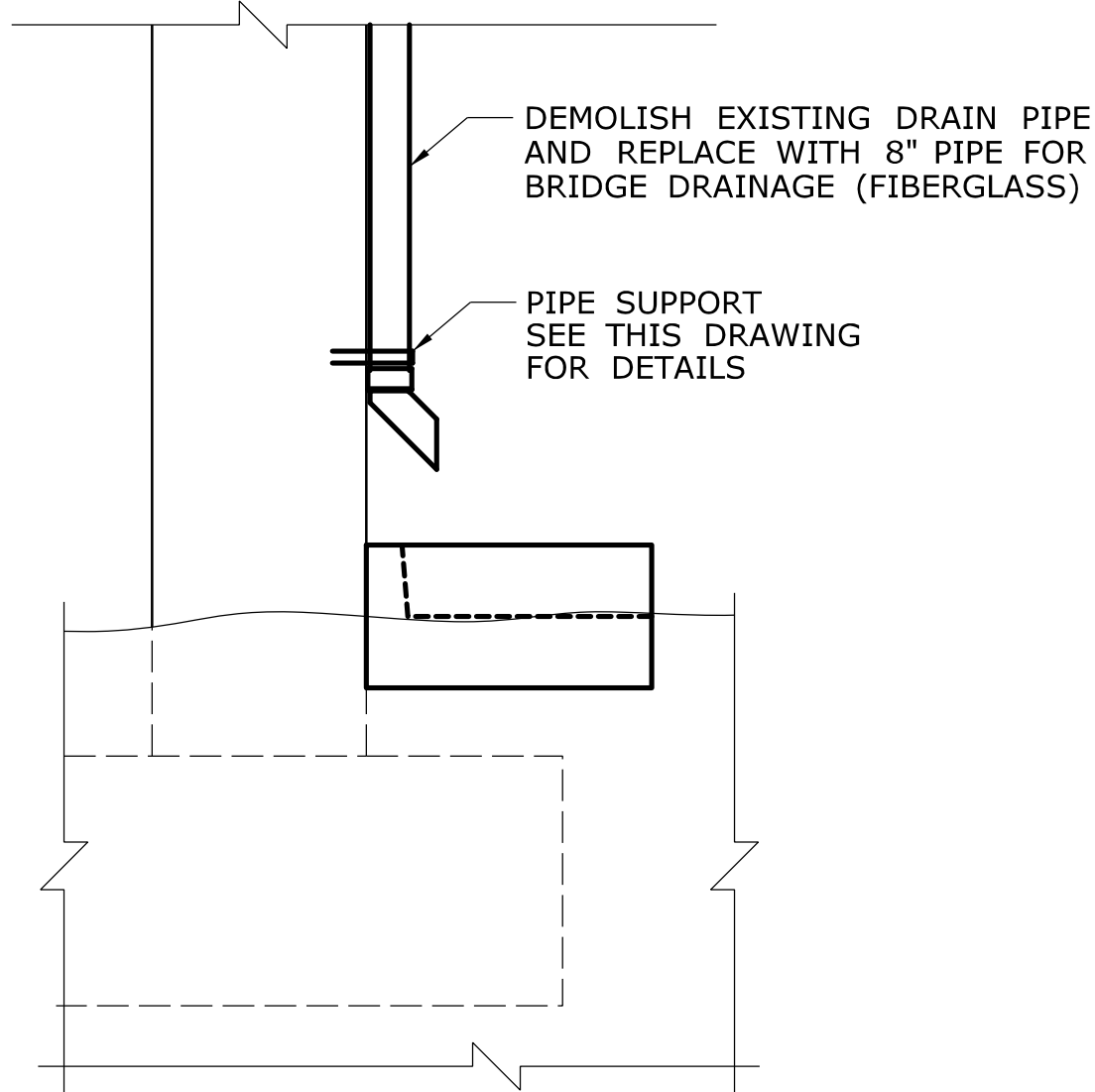
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A. STUER | STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION | SIGNATURE/
BLOCK:
 | PROJECT TITLE:
REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833 | TOWN:
EAST HARTFORD | PROJECT NO.
042-305 |
| CHECKED BY:
C. D'ANNUNZIO | SCALE AS NOTED | | | DRAWING TITLE:
DRAINAGE
DETAILS 1 | DRAWING NO.
S-38 |
| REV. DATE REVISION DESCRIPTION SHEET NO. | Plotted Date: 11/19/2014 | Filename: ...S-38 - Drainage Details 1.dgn | | | SHEET NO.
02.04.38 |



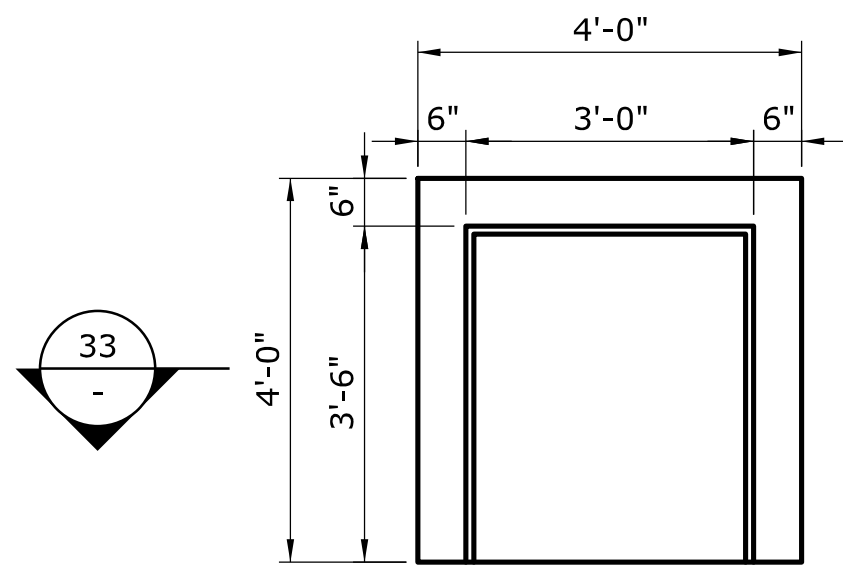
SCUPPER ELEVATION (PIER 1 SHOWN)
SCALE: 1" = 1'-0"



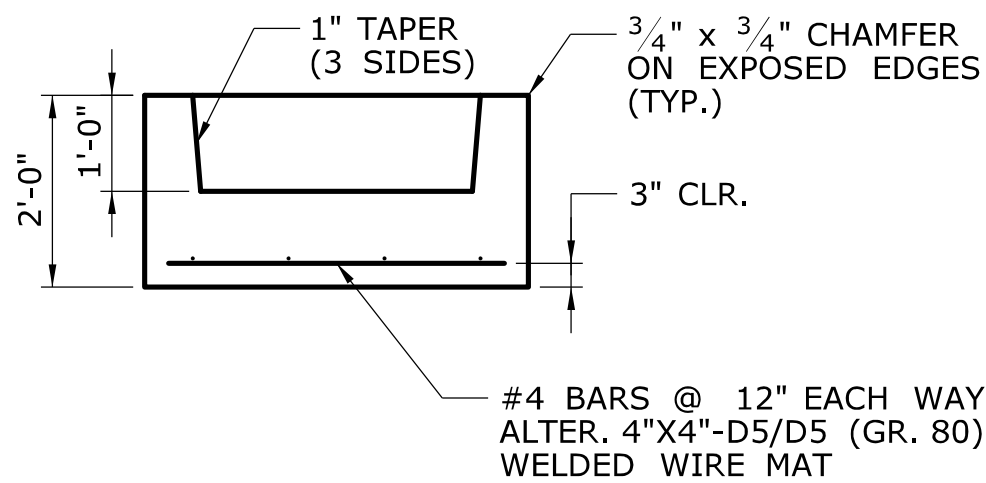
PIPE SUPPORT DETAIL
SCALE: 1 1/2" = 1'-0"



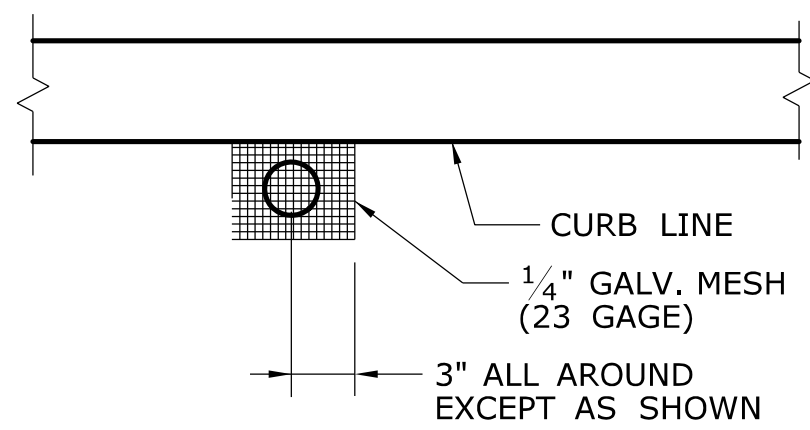
SECTION 32
SCALE: 1" = 1'-0"



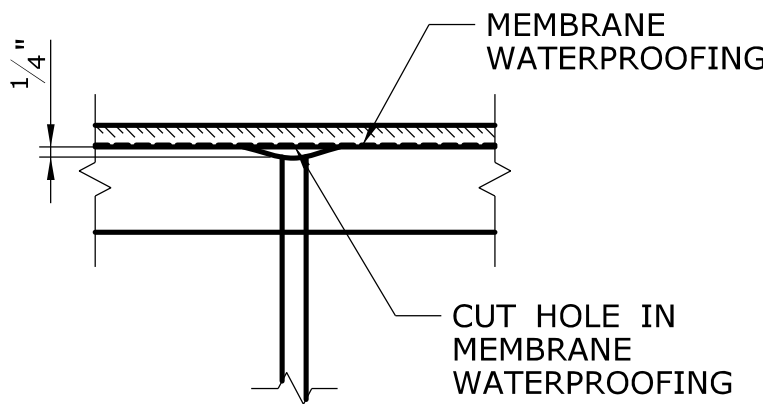
SCUPPER DOWNSPOUT SPLASH PAD
SCALE: 1/2" = 1'-0"



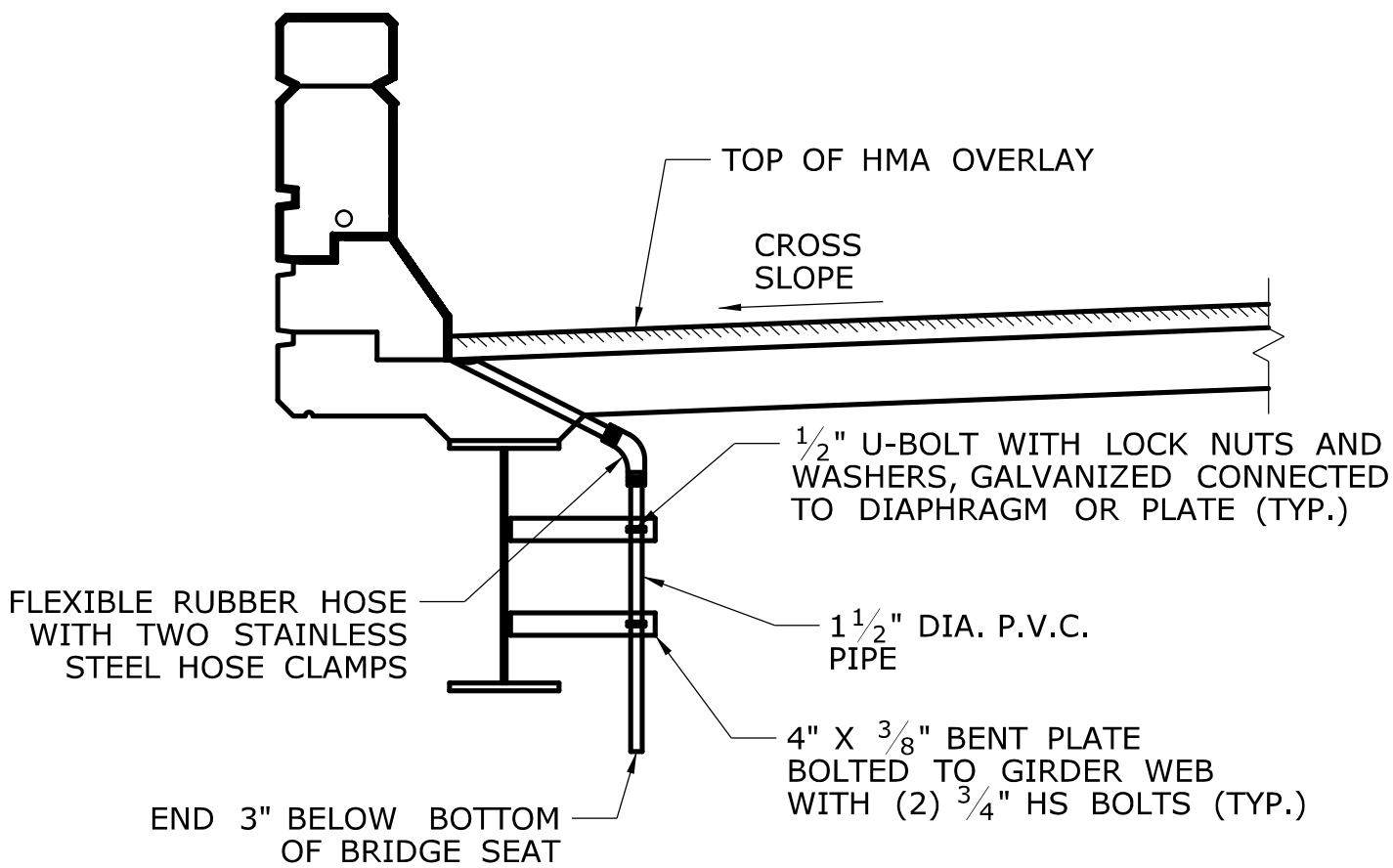
SECTION 33
SCALE: 1" = 1'-0"



**DECK WEEPHOLE PLAN
AT PIER**
NOT TO SCALE





TYPICAL DRAIN DETAIL
NOT TO SCALE



**SECTION THROUGH DECK WEEPHOLE
AT BRIDGE FASCIA**
SCALE: 1/2" = 1'-0"

- DECK WEEPHOLE NOTES:**
1. THE COST OF FURNISHING AND INSTALLING 1/4" SQUARE GALVANIZED MESH SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR "HMA S0.25".
 2. DECK WEEPHOLES SHALL ONLY BE REPLACED WITHIN THE LIMITS OF THE LINK SLAB.
 3. FLEXIBLE RUBBER HOSE WITH CLAMPS, 1/2" U BOLT WITH NUTS AND WASHERS AND 4" x 3/8" BENT PLATE SHALL BE PAID FOR UNDER ITEM "1 1/2" POLYVINYL CHLORIDE PLASTIC PIPE".
 4. ALL DECK WEEPHOLES NOT LOCATED AT ABUTMENT SHALL BE PAID UNDER ITEM #0511211.

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DEPARTMENT OF TRANSPORTATION | | SIGNATURE/
BLOCK:

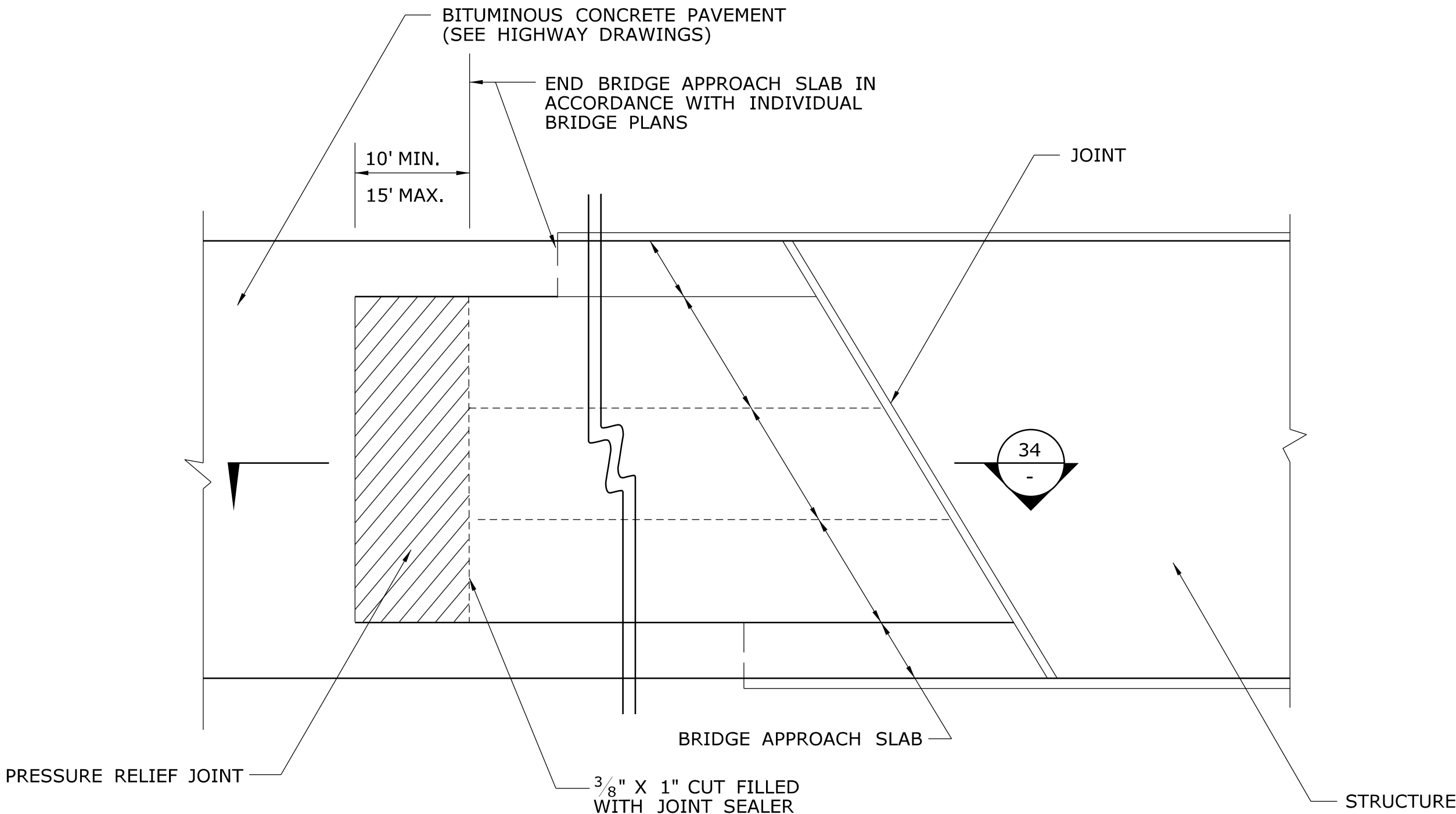

C&C Consulting
Engineers, LLC
214 Lincoln Street
Boston, MA 02134 | | PROJECT TITLE:

REHABILITATION OF BRIDGE
NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833 | | TOWN:

EAST HARTFORD | | PROJECT NO.
042-305 | |
| | | | | CHECKED BY:
C. D'ANNUNZIO | | | | | | | | DRAWING NO.
S-39 | | DRAWING TITLE:
DRAINAGE
DETAILS 2 | |
| | | | | SCALE AS NOTED | | | | | | | | | | | |
| | | | | Plotted Date: 11/19/2014 | | Filename: ...S-39 - Drainage Details 2.dgn | | | | | | | | | |
| REV. | DATE | REVISION DESCRIPTION | SHEET NO. | | | | | | | | | | | | |
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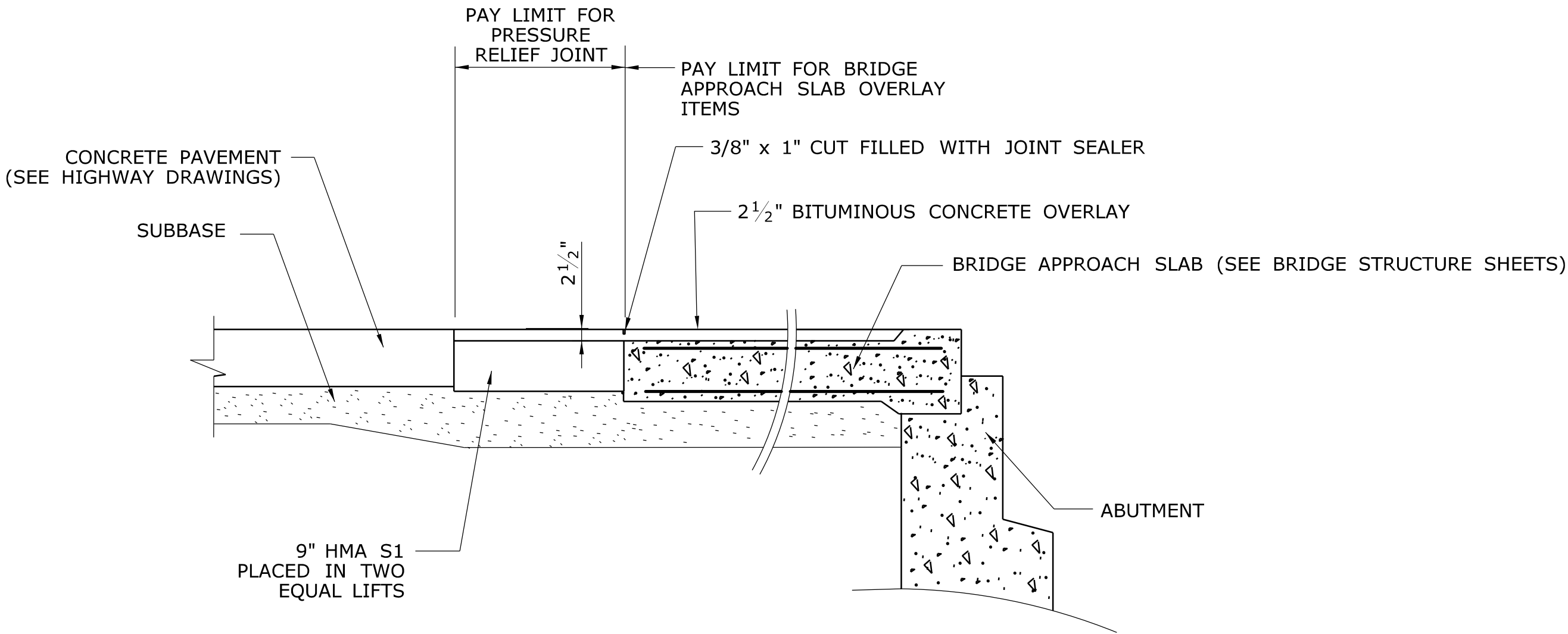
NOTES:

1.
- APPROACH SLABS SHALL BE TREATED OVERALL WITH MATERIAL FOR TACK COAT AND OVERLAID WITH 2½" HMA.
2.
- THE COST OF CUT AND JOINT SEALER SHALL BE INCLUDED IN THE PRICE FOR THE PRESSURE RELIEF JOINT.



PLAN AND GENERAL JOINT ARRANGEMENT

NOT TO SCALE



SECTION 34

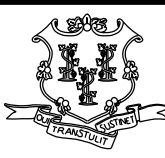
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Plotted Date: 11/19/2014



DESIGNER/DRAFTER:
A. STUER
CHECKED BY:
C. D'ANNUNZIO
SCALE AS NOTED

**STATE OF CONNECTICUT**
DEPARTMENT OF TRANSPORTATION



Filename: ...S-40 - Pressure Relief Joint.dgn

SIGNATURE/
BLOCK:



C&C Consulting
Engineers, LLC
214 Lincoln Street
Boston, MA 02134

PROJECT TITLE:

NO. 02375 SR 500 TR 801
OVER I-84 EB AND I-84 TR 833

TOWN:

EAST HARTFORD

DRAWING TITLE:

PRESSURE RELIEF JOINT

PROJECT NO.

042-305

DRAWING NO.

S-40

SHEET NO.

02.04.40